RAILROAD

MAGAZINE | DECEMBER 50c

Gateway to the North

STEAM AND DIESEL DAYS ON THE BANGOR & AROOSTOOK, BY CHARLES MORROW WILSON

Boomers and Their Women

by HAYWIRE MAC

WITH THE WIRES DOWN

by HARRY BEDWELL

FROM NOME TO NOWHERE

by D. C. WORNOM

BARGAINS Buy Get FREE DIRECTORY

the *only* BIG —— TABLOID PUBLICATION *that tells you*— WHERE & HOW— *every month . . .*

100,000 Items WHERE TO "BUY-IT-WHOLESALE" BIG 1957 EDITION

★ Lists HUNDREDS of sources for WHOLESALE bargains!

★ Lists HUNDREDS OF SURPLUS, CLOSE-OUT, BARGAIN offers!

★ Special lists of WHOLESALE, CLOSE-OUT JOBBERS!

THIS DIRECTORY, BEING SOLD EVERY-WHERE FOR $1.00 PER COPY, IS YOURS FREE WITH YOUR 1 YEAR'S SUBSCRIPTION TO "BARGAINS"!

- **To Buy Bankrupt, Closeout, Surplus Bargains!**
- **To Buy Items at Wholesale! • Below Wholesale!**
- **To Obtain Details on Rare Money Making Offers!**

TOYS, BOOKS, JEWELRY, GREETING CARDS, COSMETICS, APPLIANCES, TOOLS, HOUSEWARES, ETC. . . . *Often as low as 10c-25c on the Retail Dollar!*

ONE issue of this AMAZING NEW magazine can save you MORE MONEY than the cost of the ENTIRE subscription! You'll buy BETTER, NEWER THINGS CHEAPER from every issue. Today, when your every penny must count, you need "BARGAINS" to get the very most from every cent you spend! Each issue has HUNDREDS of bargain offers . . . such EXTRAORDINARY SAVINGS you'll find them hard to believe! Buying BANKRUPT, CLOSEOUT, SURPLUS BARGAINS and at WHOLESALE PRICES can save you from 40% to 80% and more. Impossible? IT IS THE TRUTH!

DON'T TAKE OUR WORD FOR IT

Here's What subscribers say about "BARGAINS" After receiving Their copies!!

". . . As a result of answering one of the ads (in Bargains) it has resulted in extra profits of $40.00 and upwards per month."—J.H., Alabama

". . . Saw your wonderful paper and enjoyed every bit of its reading and adv. It's a Great Paper."—M.S., Vermont

". . . I am very pleased with BARGAINS. I have never seen anything like it and am looking forward to my future copies, especially the Christmas edition."—Mrs. D.M., Maine

". . . Received my first issue of Bargains and may I say it is a great magazine."—M.H.C., Alabama

". . . I think BARGAINS is the best merchandise publication I have ever seen. (And I have seen hundreds.)"—S.P.C., Brooklyn, N.Y.

". . . Received my 1st copy of BARGAINS the other day and am very pleased, the information you publish may be just the 'shot in the arm' my business needs." D.S., St. Albans, N.Y.

". . . I have found your magazine very helpful." —W.A.P., Ogdensburg, N.Y.

". . . Received your paper. Thank you very much. It is one of the finest we have ever seen."—F.D., Iowa

PLUS MANY OTHERS!

THE ABOVE LETTERS WERE NOT SOLICITED IN ANY WAY OR MANNER—ALL ARE IN OUR OFFICE FILES! They are the enthusiastic reaction of subscribers after seeing their first copies of BARGAINS!

YOU can make FANTASTIC, almost UNBELIEVABLE PROFITS buying up bargain merchandise CHEAP and selling it CHEAP! Thousands of smart agents, salesmen, mail order dealers, store owners subscribe to "BARGAINS." They want to know WHERE TO BUY BEST to sell at LOW prices for BIG PROFITS! YOU CAN DO THE VERY SAME THING! Special feature articles in "BARGAINS" tell you HOW to sell these bargains for BIG PROFITS even if you haven't any experience!

UNIQUE "Subscribers Shopping Service" enables YOU to buy big name merchandise at TREMENDOUS SAVINGS! Only "BARGAINS" gives you this EXCLUSIVE feature! "BARGAINS" negotiates offers in famous merchandise at LOW WHOLESALE prices then offers it to SUBSCRIBERS (ONLY) at NO PROFIT! You can buy valuable merchandise at the same prices (sometimes lower) than some dealers pay.

NEW! A special Dept. listing Foreign Bargain offers—also firms looking for U.S. dealers. Where to buy Foreign Gifts DIRECT at big savings!

"BARGAINS" is the ONLY type of big tabloid publication in EXISTENCE! Look high a' l low, you won't find another publication like "BARGAINS"! Available by subscription ONLY! "BARGAINS" is the ONLY tabloid monthly in existence that lists BANKRUPT, CLOSEOUT, SURPLUS merchandise EVERY MONTH! You'll find such SENSATIONAL BARGAINS that you, too, will feel like those subscribers who have written enthusiastic letters after receiving their first copies. (See testimonials at left!)

SAVE up to $1000 — EARN up to $3000! We honestly believe that you can earn up to $3000 or more within a year and save up to $1000 on your purchases from "BARGAINS"! Prove this for yourself by subscribing now!

YOUR subscription automatically will include the BIG 1957 DIRECTORY EDITION! PLUS the 1957 "Christmas Special Issue" This "Buy-It-Wholesale" Directory of BARGAINS includes 100,000 items —tells where and how to buy them at fabulous savings! The Directory, alone, can make and save you many, many times the subscription prices of a whole year of "BARGAINS"! You get this FREE plus the big Christmas Special Issues by time for the big holiday season!

12 BIG ISSUES—only $2. per year!

REGULAR PRICES $3.00

• Special 10-Day Offer to Obtain 10,000 new subscribers • Yes, just $2.00—17¢ per month is all you need pay!

YOU must be delighted with your first issue or you can have your money back!

Here's a FEW of the Many Bargains as Were Published in "BARGAINS"!

- PENCILS, 57½¢ per 144 pencils!
- 25¢ Rudolph Reindeer Brooches, 2¢ each!
- Plastic TOY GUNS, 2¢ each!
- $1 MUFFLERS, SCARFS, 12½¢ each!
- Double edge razor blades, $1.50 per 1000 blades!
- LADIES APRONS, 6¼¢ each!
- $2.50 WALLETS, 30¢ each!
- $1 val. billfolds, 15¢ each!
- $1 Kiddies handbags, 3¢ each!
- CIGARETTE HOLDERS, 1¢ each!
- BUTTONS, 25¢ per 144!
- Brand new phono records, 78 & 45 RPM, 7¢ each!
- 69¢ INSECT REPELLANT, 5¢ each!
- New 20" T.V. Picture tubes, $21.95 each!
- Famous brand $18.75 perfume, $1.00 each!
- 49¢ Xmas window decoration sets, 10¢ per set!
- $1 to $3 hard cover books, 20¢ each!
- $200 Govt. surplus typewriters, $23.00 each!
- 50¢ Everyday greeting cards, 7½¢ per box!
- 25 card asst. Xmas cards, 11¢ per box!
- $1.95 Men's Silk ties, 12½¢ each!
- $1 Value personal name tapes, 72 for 40¢!
- 39¢ Under arm deodorant, 2¢ jar!
- $1.00 automatic card shufflers, 9¢ each!
- NEW HAIRNETS, ½¢ each!
- $1.75 Rudolph kiddies toiletry sets, 35¢ each!
- $15.00 Electric Percolators, $5.00 each!
- $5.50 Lucite Hairbrushes, 65¢ each!
- New Bobby Pins, 70¢ per 700 pins!
- $10.00 Men's Toiletry sets, 60¢ each!
- Calendar Wrist Watches, $5.00 each!
- POSTAL SCALES, 7½¢ each!
- $2.98 Horserace g..ne records, 30¢ each!
- CHRISTMAS SEALS, 25¢ per 1000!

PLUS HUNDREDS OF OTHER SENSATIONAL BUYS!

(Above list merely illustrates type of bargains usually found in this paper. Lists naturally change from month to month.)

LET'S FACE IT . . . Claims, promises are easy to make on paper. You may or may not believe all that we say here about "Bargains." But can you beat a money back offer AS IRONCLAD, AS STRAIGHT-FORWARD AS THIS . . . YOUR MONEY-BACK IN FULL IF THE FIRST ISSUE THAT YOU RECEIVE DOESN'T PLEASE YOU! No quibbling about it either. YOU MUST BE DELIGHTED WITH YOUR FIRST ISSUE OR YOU CAN HAVE YOUR MONEY BACK IN FULL. That's as FAIR a guarantee as ANY FIRM can make.

Join this pleased and friendly group of subscribers today—by return mail. YOU WON'T REGRET IT!

TOWER PRESS, INC.

P. O. BOX 591 LYNN 448, MASS.

TOWER PRESS, INC.
Box 591, Lynn 448, Mass. **Canada $3.00**

O.K. Here's my $2.00 for 1 year subscription. Rush me first copy! Include MY FREE "BUY-IT-WHOLESALE" Directory!

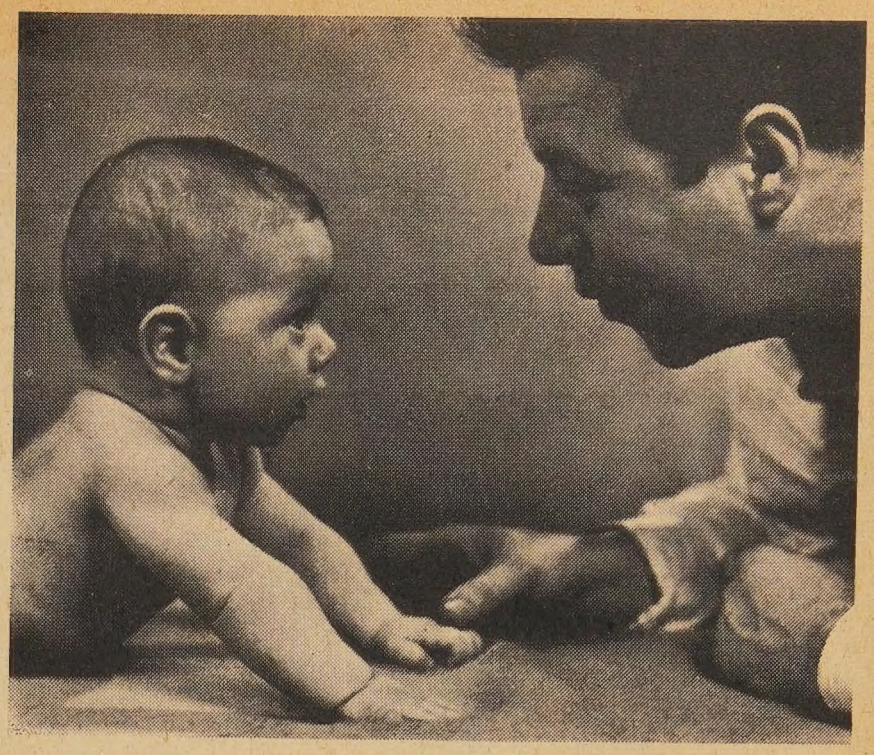
Name.....

Address.....

City.....State.....

Remember! Your Money Back IN FULL if the 1st issue that you receive doesn't please you!

YOUR MOVE, DAD!



The first frantic months of fatherhood are over. You have time now to really enjoy the new baby—and time to really think ahead.

There's plenty to think about. And lots to plan for. What kind of a Dad will you be? What kind of a provider?

One thing's sure: now you've got to earn more money! About $500 a year more, to start with. *But how?*

Try doing what some five thousand new fathers did last year. Start preparing yourself for a better job—at home, in your spare time. *Enroll with I.C.S.*

Most of these new fathers already have job promotions, fat pay boosts. One writes, "I've jumped five years in one." Another reports, "I'm making $125 more a month."

There's no magic in I.C.S. Just sound, practical, step-by-step training. And a *method* that makes it possible to master any subject as rapidly as your time and ability permit.

You have 257 courses to choose from. Business. Technical. Engineering. All job-related. All keyed to everyday problems. Let us send you a *free sample lesson* together with two valuable books—(1) opportunities in your field and (2) "How to Succeed." No obligation—except the new one you have as a father.

The famous I.C.S. coupon is right here. *And it's your move!*

For Real Job Security—Get an I. C. S. Diploma!

I. C. S., Scranton 9, Penna. **Member, National Home Study Council**

INTERNATIONAL CORRESPONDENCE SCHOOLS

ICS

BOX 06752K, SCRANTON 15, PENNA. (Partial list of 257 courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning
- ☐ Architecture
- ☐ Arch. Drawing and Designing
- ☐ Building Contractor
- ☐ Building Estimator
- ☐ Carpentry and Millwork
- ☐ Carpenter Foreman
- ☐ Heating
- ☐ Interior Decoration
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

ART
- ☐ Commercial Art
- ☐ Magazine & Book Illus.
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

AUTOMOTIVE
- ☐ Automobiles
- ☐ Auto Body Rebuilding and Refinishing
- ☐ Auto Engine Tuneup
- ☐ Auto Technician

AVIATION
- ☐ Aero-Engineering Technology
- ☐ Aircraft & Engine Mechanic

BUSINESS
- ☐ Accounting
- ☐ Advertising
- ☐ Business Administration
- ☐ Business Management
- ☐ Cost Accounting
- ☐ Creative Salesmanship
- ☐ Managing a Small Business
- ☐ Professional Secretary
- ☐ Public Accounting
- ☐ Purchasing Agent
- ☐ Salesmanship
- ☐ Salesmanship and Management
- ☐ Traffic Management

CHEMICAL
- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ Elements of Nuclear Energy
- ☐ General Chemistry
- ☐ Natural Gas Prod. and Trans.
- ☐ Petroleum Prod. and Engr.
- ☐ Professional Engineer (Chem)
- ☐ Pulp and Paper Making

CIVIL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Professional Engineer (Civil)
- ☐ Reading Struc. Blueprints
- ☐ Structural Engineering
- ☐ Surveying and Mapping

DRAFTING
- ☐ Aircraft Drafting
- ☐ Architectural Drafting
- ☐ Drafting Machine Design
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Sheet Metal Drafting
- ☐ Structural Drafting

ELECTRICAL
- ☐ Electrical Engineering
- ☐ Elec. Engr. Technician
- ☐ Elec. Light and Power
- ☐ Practical Electrician
- ☐ Practical Lineman
- ☐ Professional Engineer (Elec)

HIGH SCHOOL
- ☐ High School Diploma
- ☐ Good English
- ☐ High School Mathematics
- ☐ Short Story Writing

LEADERSHIP
- ☐ Industrial Foremanship
- ☐ Industrial Supervision
- ☐ Personnel-Labor Relations
- ☐ Supervision

MECHANICAL and SHOP
- ☐ Diesel Engines
- ☐ Gas-Elec. Welding
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Metallurgy
- ☐ Industrial Safety
- ☐ Machine Design
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Professional Engineer (Mech)
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration and Air Conditioning
- ☐ Tool Design ☐ Tool Making

RADIO, TELEVISION
- ☐ General Electronics Tech.
- ☐ Industrial Electronics
- ☐ Practical Radio-TV Eng'r'g
- ☐ Practical Telephony
- ☐ Radio-TV Servicing

RAILROAD
- ☐ Car Inspector and Air Brake
- ☐ Diesel Electrician
- ☐ Diesel Engr. and Fireman
- ☐ Diesel Locomotive

STEAM and DIESEL POWER
- ☐ Combustion Engineering
- ☐ Power Plant Engineer
- ☐ Stationary Diesel Engr.
- ☐ Stationary Fireman

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton Manufacture
- ☐ Cotton Warping and Weaving
- ☐ Loom Fixing Technician
- ☐ Textile Designing
- ☐ Textile Finishing & Dyeing
- ☐ Throwing
- ☐ Warping and Weaving
- ☐ Worsted Manufacturing

Name_____ Age_____ Home Address_____

City_____ Zone_____ State_____ Working Hours_____ A.M. to P.M._____

Occupation_____

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RAILROAD MAGAZINE

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VOL. 69, NO. 1 DECEMBER 1957 50 CENTS

ILLUSTRATED FEATURES

Photos of the Month 13
Gateway to the North ..... Charles M. Wilson 18
Boomers and Their Women ..... Haywire Mac 28
From Nome to Nowhere ..... Douglas C. Wornom 34
Roster of Union Pacific Motive Power 72

FICTION

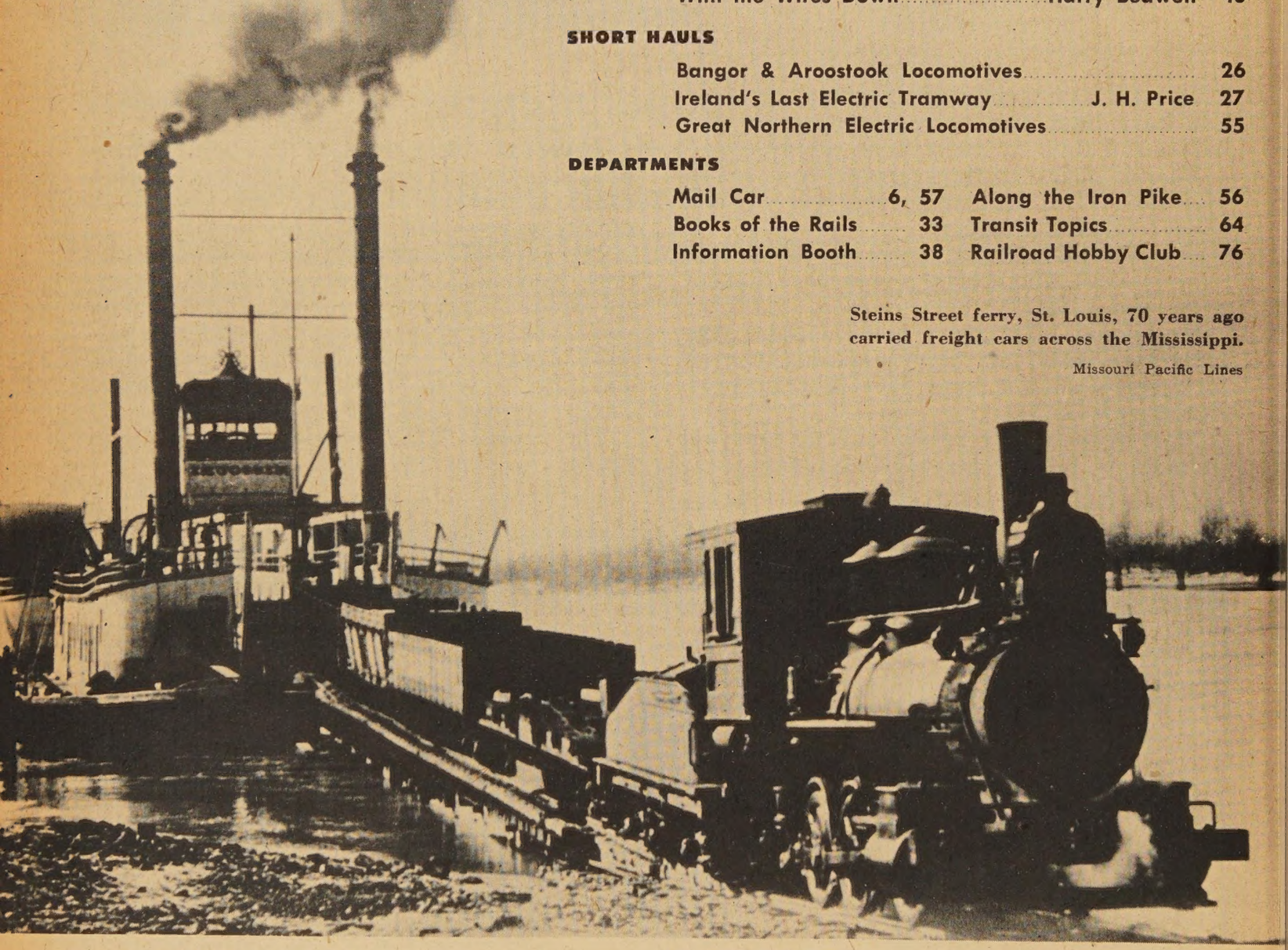
With the Wires Down ..... Harry Bedwell 48

SHORT HAULS

Bangor & Aroostook Locomotives 26
Ireland's Last Electric Tramway ..... J. H. Price 27
Great Northern Electric Locomotives 55

DEPARTMENTS

Mail Car 6, 57
Books of the Rails 33
Information Booth 38
Along the Iron Pike 56
Transit Topics 64
Railroad Hobby Club 76



Steins Street ferry, St. Louis, 70 years ago carried freight cars across the Mississippi.

Missouri Pacific Lines

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We'll train and establish you in

Your Own Business

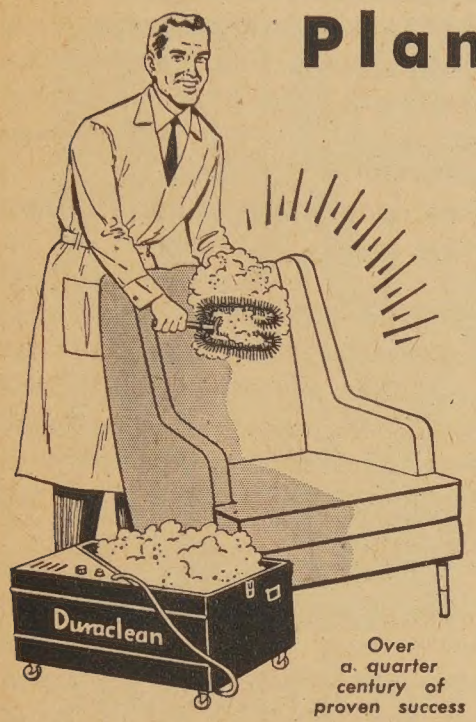
. . . even if now employed!

If you have longed for the prestige and financial independence of YOUR OWN business, you can now realize this desire . . . if you can qualify for a Duraclean dealership. We are now enlarging this 27-year-old chain of independently-owned service dealerships which has rapidly grown to a world-wide service.

You must, however, be honest, diligent, and able to make a small investment in a business which we will locally assist you in establishing . . . a profession for which we will personally and quickly train you. If needed, we will help finance you.

We want to assure your success. A Duraclean dealer will train and assist you. He'll reveal the Duraclean System with his successful plan of building customers. He will work with you. This business is easy to learn . . . quickly established.

This is a sound, lifetime business that grows from REPEAT ORDERS and customer RECOMMENDATIONS. Alert dealers can gross an hourly profit of $5.00 on own service plus $3.00 on EACH serviceman at National Price Guide charges.



Over a quarter century of proven success

Plan NOW for Future Years!

You Become an Expert in Cleaning and Protecting Rugs, Carpets and Upholstery!

DURACLEAN® (left) cleans by **absorption.** It eliminates scrubbing . . . soaking . . . shrinkage. Aerated foam, created by electric Foamovator, restores the natural lubrication of wool and other animal fibers in rugs and upholstery. Dirts, grease and many unsightly spots vanish. Fabrics and floor coverings are cleaned with a **new consideration for their life and beauty.**

This modern process avoids strong soaps and machine scrubbing! This eliminates unnecessary wear and the breaking of fibers. Fabric life is increased.

DURACLEANING is done **in the home.** Customers like this convenience. Fabrics dry in a few hours. Rug pile again stands erect and even. Brilliant colors revive. Furnishings become clean, fresh and enlivened.

DURAPROOF® is another year 'round service rendered in the home, office or institution—**without removing furnishings.** It protects upholstery, rugs, furs, clothing and auto interiors against damage by moths and carpet beetles. U. S. Government says, "Moths are present in practically every household . . . No section of country seems free from such infestations." **DURAPROOF** kills moths and carpet beetles . . . it makes materials non-eatable to both. **DURAPROOF** is the ONLY mothproof service backed by an International Money Back, 6-Year Warranty.

Easy To Learn • No Overhead Expense

Start Full or Part Time

No experience necessary! Some dealers establish shops or an office . . . others operate from their own homes. Service may be rendered in homes, offices, hotels, theaters or institutions. Auto dealers buy their **DURACLEAN** Service to revive upholstery in used cars. Almost every building in your territory houses a potential customer needing one or both services. **You enjoy big profits on both materials and labor — after paying service men.**

FIRST PROCESS IN THE FIELD TO WIN THIS IMPORTANT HONOR!

As a Duraclean dealer, your services are backed by this famous seal of quality . . . proof that Duraclean has passed the most rigorous tests. No competitor in your town can boast this seal. Customers will also see that your service has been tested and certified by the American Research & Testing Laboratories. No wonder it's so easy to get business!

Repeat and Voluntary Orders

Demonstrations win new customers. Men with **DURACLEAN** Dealerships find REPEAT and VOLUNTARY orders become a major source of income. Customers are not merely satisfied—many are enthused with results and tell their friends and neighbors. Furniture and department stores and interior decorators turn over cleaning and moth-proofing to **DURACLEAN** Dealers. We show you **27 ways** to get **new** customers.

Easy Terms!

A moderate payment establishes **your own business**—pay balance from sales. We furnish electric machines, folders, store cards, introduction slips, sales book, demonstrators and **enough** material to return your TOTAL investment. You can have your business operating in a very few days. **Mail coupon today! No obligation.**

We Help You Grow

Our **MUTUAL COOPERATION DURACLEAN SYSTEM** gives you many unique continuous advantages: **National Advertising** in Life, McCall's, House & Garden, and a dozen others. **Copyright** and **trademark** protection. **Certificate** approves equipment and materials. **Products Insurance, Six-year Warranty, Pocket Demonstrators, Sales Book, Advertising Folders & Cards, Tested Ads, Ad Cuts & Mats, Store Display Cards, Radio & TV Musical Commercials. Home Show Booth Display. Publicity Program** gets FREE local newspaper stories. **Prizes. Laboratory** research and development. **Monthly Magazine. "Sale-of-Dealership" Service. Annual Conventions.** Behind all this is a headquarters interested in YOUR personal success. You will be amazed at the assistance you will receive as your business grows. **Just ask an established dealer.**

World-Wide

Duraclean dealers' businesses have developed into a world wide organization with dealerships throughout North America, Central America and South America, as well as in Alaska, Africa, China, Israel, Bermuda, Hawaii, Switzerland, Japan, Norway, etc.

FREE

Booklet Tells How!

Our first letter and 16 page illustrated booklet will explain everything these modern urgently needed services, waiting market, how business grows, your large profits, easy terms and PROTECTED territory. Send Coupon TODAY while territory is open.

What Dealers Say

W. Abbott: In the past seven months I have taken in over $12,000 cleaning auto interiors.

R. N. Ritter: I seldom go under $200.00 per week by myself.

W. A. Lookiebill: We've had 20 years of pleasant dealings. I'm 65 but am setting my sights for 20 more years.

P. Friedinger: 70% of our business is repeat . . . also get business from reference of satisfied customers.

Earl Davis: Our sales increased $17,660 this year over last.

Leroy Ellsworth: Your advertising program certainly paid dividends for me.

M. Lassanske: My original investment was returned in about two months.

C. L. Smith: Again 1 day's work, 8 hrs. totaling over $100.00 for my helper and I isn't bad for a country boy like me. I do not have any unusual abilities: only this, I'm equipped with the best cleaning service in the field and get well paid for my work.

R. E. Schenck: The customers I had on House & Garden ads were very pleased. Their furnishings came out beautiful.

R. Kimbrough: Finished First White House of Confederacy and am to Duraclean the Governor's Mansion.

L. B. Hayes: During my first month I grossed $770.17.

T. Komori (Japan): We have 1,000,000 yen contract Duracleaning for U. S. Army.

More dealer comments given in our literature

"OWN a Business" Coupon

DURACLEAN CO., 7-70S Duraclean Bldg., Deefield, Illinois

Without obligation, tell me how I may enoy a steady increasing life income in my **OWN** business. Enclose **FREE** booklet and full details.

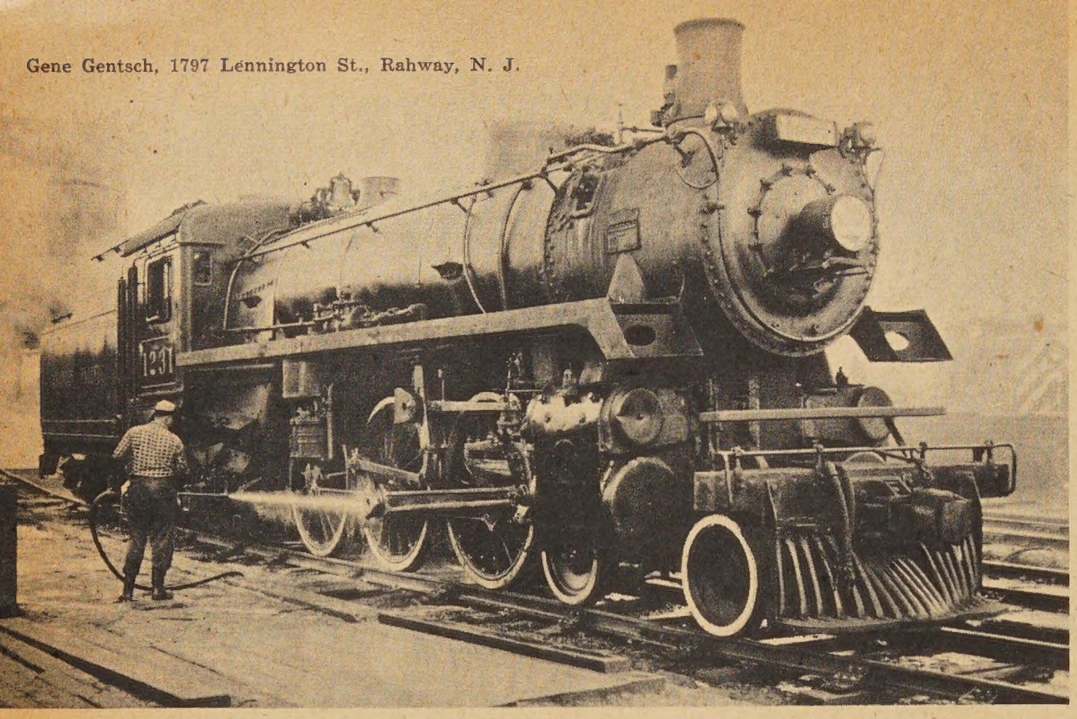
Name _____

Address _____

City _____ State _____

Duraclean® Co., 7-70S Duraclean Bldg. - - Deerfield, Illinois

Gene Gentsch, 1797 Lennington St., Rahway, N. J.



Back in Montreal after a local passenger run, Canadian Pacific No. 1231 gets washed down with a cleansing solution made from water and a detergent.

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

CONTROVERSIAL COMMENTS. "Since practically all railroads are dieselized, there is not much point in printing steam rosters."—C. D. Wenmore, 320 N. Pennsylvania St., Indianapolis, Ind.

"Give us more reading matter in *Railroad Magazine* and fewer photos." —F. T. Gustafson, Kimball, S. D.

"Most of all I like the big steam action shots such as the first three *Photos of the Month* in October issue. Not interested in trolley pix or any kind of really old prints."—Charles A. Elston, RD 2, Downingtown, Pa.

"My preferences in *Railroad* are steam rosters, up-to-date facts in the *Information Booth*, and the opportunities to contact railfans in foreign countries."—Helmuth Hinze, Norderqueweg 77, Hamburg Kirchwerder, Germany. •

STEVE MAGUIRE, besides engaging in railfan activities and raising a family, is a magistrate at Belmar, N. J. The other day a railroad problem arose in his court. Robert Williamson, a Jersey Central conductor, was accused of blocking traffic unnecessarily. Williamson had a work train from the main line. Apparently unfamiliar with the many automatic crossing gates in the Belmar area, he had made no effort to raise the gates ahead of his train while his crew was picking up some old rails. This blocked at least six crossings and their heavy motor traffic for 15 or 20 minutes. After a hearing, our *Transit Topics* editor fined the conductor $25. Steve has a natural sympathy for railroad men but as a magistrate it is his duty to uphold the law. •

ONE of the toughest assignments in W. R. Johnson's 47-year career with the Chicago & Eastern Illinois was ordering the last of the steam engines assembled for movement to a Chicago scrap yard. That was in 1950. Johnson was then a chief dispatcher. He retired recently. As an operator, years before, he had handed up flimsies to nearly all of the old locomotives. He issued orders to all of them during his 36 years of dispatching. And then the last order, "To the boneyard." •

STEAM-DIESEL shot on our front cover was snapped recently by Douglas Craig Wornom, who also wrote the article "From Nome to Nowhere" on page 34. His color-photo shows a Union Pacific 800-Class 4-8-4 on the head end of the combined *City of Los Angeles* and *Los Angeles Challenger* westbound out of Cheyenne yard. This powerful steamer was helping three diesel units to pull the long passenger train over Sherman Hill from Cheyenne to Laramie, all CTC territory.

D. C. Wornum

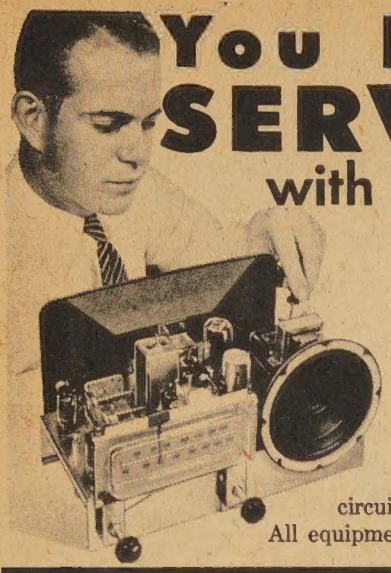
Cheyenne is a good spot for camera men. It's a division point, the hub of UP activities in Wyoming, with 500 acres of yard and over 69 miles of yard track exclusive of the main line. The UP has 2,323 employes in Cheyenne. Craig made the cover shot with a Kodak Signet 35 mm. camera at 1/100 second exposure with f8 lens opening.

Our photographer-author began shooting engines and trains at age 11. "On that day," he recalls, "I was walking alongside the Southern Pacific main line at Berkeley, Calif., with a little box camera when a 4400-series GS 4-8-4 rushed by with a gleaming express train. Something inside of me clicked and a railfan was born. I've been taking rail photos ever since."

Few living railfans have traveled as far as he to get pictures. Craig has lived in every major region of the United States (currently at 454 Riverside Drive, New York City) and his files of negatives cover a wide range. Distance doesn't stop him. When Craig was 16 he hitch-hiked all the way from New York to Reno to photograph the now-abandoned Virginia & Truckee. He is as familiar with New England short lines as he is with old Western narrow-gages. On one occasion, while serving in the Army, he hitched a ride on an Air Force jet fighter from Buffalo to Denver on a leave to take pictures of Rio Grande steam power.

The hobby has led him into the Deep South and Mexico, north through Canada, Alaska, and the Yukon. His article on Nome grew out of a one-man fantrip. He recalls a time in Richmond, Va., when he was so intent on setting his camera that he didn't realize he was standing directly in the path of a high-speed passenger train with his back toward it, but he managed to leap aside, not a split-second too soon. "Since then," he says, "I've always been careful to heed safety rules."

Some roads actually pulled dead steam power out of the roundhouses to



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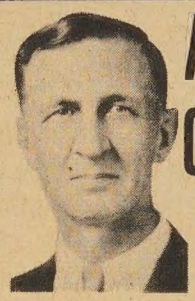
A steady stream of new electronic products is increasing opportunities for TV-Radio Technicians. The millions of Television and Radio sets now in use need servicing. Hundreds of TV and Radio stations on the air offer interesting jobs for Operators and Technicians.



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People look up to and depend on the Technician, more than ever before. His opportunities are great, and are increasing. Become a TV-Radio Technician. At home and in your spare time, you can learn to do this interesting, satisfying work—qualify for important pay. NRI is America's oldest and largest home study TV-Radio school with over 40 years' experience and thousands of successful graduates. NRI methods are tested, proved. Successful graduates are everywhere.

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NRI TRAINED THESE MEN

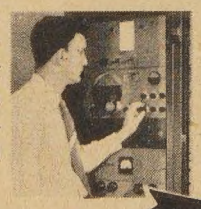
"My income has steadily increased in Radio. I have advanced to Chief Engineer of TV Station KTIV."—A. H. SMITH, Sioux City, Iowa

"Fix sets part time in my shop. Made about $500 first three months of the year. Could have more but this is about all I can handle."—FRANK BORER, Lorain, O.

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—JOE TRAVERS, Asbury Park, New Jersey.

"Before finishing the NRI course I was employed as Studio Engineer at KMMJ. I am now announcing."—BILL DELZELL, Grand Island, Nebraska.

New electronic products are boosting the need for more and more trained TV-Radio Technicians. Offices, plants, homes everywhere—are obliged to buy their knowledge and services. For instance, transistor Radios, Color TV, Hi-Fi, were unknown a few years ago. Guided missiles, computing machines, automation would not be possible without this miracle science—Electronics. Police, Aviation, Mobile Two-Way Radio are expanding. The military services reward qualified Technicians with higher rank and pay. To ambitious men everywhere, here is rich promise of fascinating jobs, satisfaction and prestige, increasing personal prosperity.



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pose for him. Craig has often ridden engine cabs to get action shots from the head end. A college grad with a B.A. degree in English-journalism, his ambition is to work for a big railroad in public relations or passenger sales service.

"Dieselization," he says, "has not reduced my interest in railroading or rail photography."

One of his best shots shows a New York Central diesel-powered freight roaring through Utica at dawn. The rising sun is a dramatic background. ●

JOE EASLEY pictured a switch-stand with two separate locks, one for the Pennsy, the other for the DT&I, in *Along the Iron Pike* for Aug. '57. "That was not unique," writes Harry L. Britzius, 6135 S.W. Kelly Ave., Portland, Ore. "Before I retired in 1939 we had similar arrangements on the Great Northern's Butte Division on certain districts where the GN and the Milwaukee used the same track. At Laurel, Mont., there were *three* locks on each switch, for the GN, the Northern Pacific, and the Burlington." ●

A PROBLEM seldom written about is plaguing the railroads. For example, the Long Island, with 7000 employes, has 286 who have run up about $86.500 in debts for which the company must handle payments. The number of LIRR workers involved has quadrupled from the 66 who had wage assignments or garnishments against them four years ago.

John J. Gaherin, personnel manager, estimates that it costs the road an average of $20 for each $100 indebtedness to pay employes' creditors. The company is clamping down on this. Hereafter, anyone who incurs a garnishment or assignment will be given 60 days to clear it up or be taken out of service. For the second offense the employe will get a 30-day deadline. And if it happens a third time, out he goes at once.

Most of the trouble stems from time payments and charge accounts. The victim plunges in too deeply, a new expense comes up, and he can't meet the old payments. ●

SIGNS OF THE TIMES. The Southern Pacific is dismantling an old turntable at Denison, Texas. It is not needed for diesel locomotives, which have controls at both ends and are not turned at the end of the line.

British Railways recently introduced a new phase of rail travel when, for the first time, they operated an excursion train permanently equipped with closed-circuit television broadcasting apparatus, according to G. F. Luther, resident vice president for North America. The train was on a London-Glasgow run, 11 specially equipped cars. A caboose that carried a special generator supplied the electric power.

A bill regulating track motor cars has just been signed into law by Oklahoma's Governor Gary, requiring railroads to equip the cars with a top to shield employes from the weather and also to provide electric windshield wipers, reports Robert J. Bruhin, Ada, Okla.

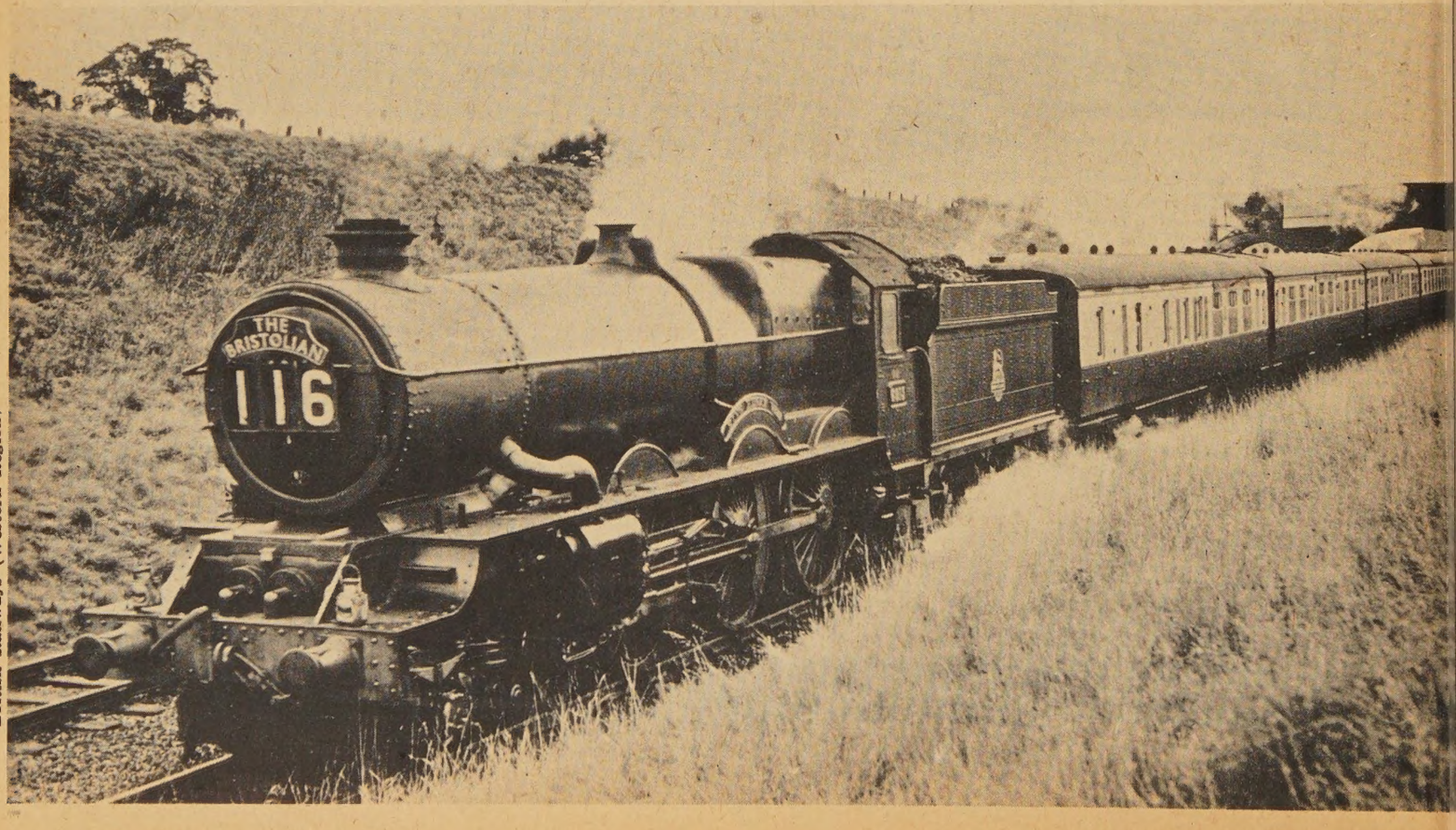
The first completely standardized export locomotive destined for service on a foreign railroad is en route to Chile from General Electric's locomotive plant at Erie, Pa. She is one of a new universal-type diesel-electrics designed to operate all over the world.

California's State Legislature recently passed a bill to take the word *steam* out of the law's description of a qualified locomotive engineer or fireman.

British Railways' fastest regular non-stop schedule is that of *The Bristolian*, running between London (Paddington) and Bristol, 118.4 miles, at an average of 67 miles per hour. The train attains its maximum speed, 100 mph, at Dauntsey (Wiltshire). Normally it is hauled by a King class 4-6-0.

The 202 members of a Northbrook, Ill., high-school graduating class, with

Attaining 100 mph. top speed, *The Bristolian* has the fastest, non-stop, regular schedule of all British Railways trains. Her King Class loco, built at Swindon, has 78-inch driving wheels, 16½x28-inch cylinders, 40,300 pounds tractive effort.



British Railways (Western Region)

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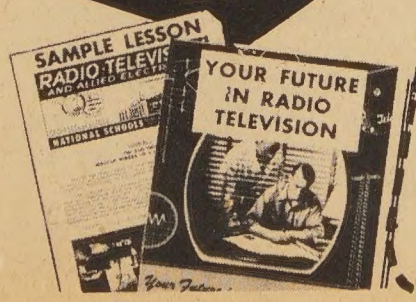

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50 other teen-agers brought along as dates, were given a nice commencement gift by their parents—a ride in a special train chartered from the Milwaukee Road. While the five-car train was burnishing the rails, many of the grads engaged in rock and roll dancing to tape-recorded music in the baggage car equipped with a waxed plywood floor.

"Pardon my dust" is becoming an obsolete phrase on the Long Island. During a recent drought the LIRR used 20,000 gallons of lightweight oil to spray the roadbed at stations and grade crossings. This kept passengers waiting on depot platforms from being engulfed by dust clouds as express trains roared past.

One Sunday last summer, for the first time in more than 30 years, a Long Island passenger train made a scheduled stop at Vandeveer Park station (not far from Ebbets Field, home of the Brooklyn Dodgers) on a freight-only line. The eight-car baseball special had run non-stop from East Hampton, 106 miles away.

Standardization is the modern trend. The other day Pullman Standard Car Mfg. Co. turned out its 10,000th covered hopper car, all built from practically the same blueprints.

The $400 million spent by the B&O during the past decade to develop the area of Martinsville, W. Va., if converted into silver dollars, would fill four average trainloads of gondola cars.

Railroad Magazine's oldest subscriber, so far as we know, is Albert M. Hennel, age 96, of 5616 Homeside Ave., Los Angeles, Calif. He spent 48½ years in Pennsy telegraph service. ●

SOME readers will remember the British locomotive No. 600, *King George V*, a four-cylinder 4-6-0 type from the former Great Western Railway which was exhibited at the Baltimore & Ohio's Fair of the Iron Horse in 1927.

"That engine is now 30 years old and still proudly carries the bell the B&O presented in 1927," writes Arthur J. Richards, 21 Briarfield Rd., Tyseley, Birmingham, England. "No other British locomotive has a bell. It speaks well for Swindon design that the 30-year-old King class still ranks high among the best express passenger engines in Britain today. In fact, the B&O incorporated a few King features, including the Swindon copper-capped stack, into its 4-6-2 President class.

"British Railways claim the world's speed record for steam traction because a London & North Eastern streamlined Greeley Pacific, the *Mallard*, attained a top speed of 126 miles an hour in 1938. A bronze plaque commemorating this achievement has been affixed to the *Mallard*. It would

Miss Thelma Whitehouse, in her new brown uniform, is the British Railways' first woman hired as a rail-travel adviser.
British Railways

appear, however, from Freeman Hubbard's article in *Railroad Magazine* (Aug. '57) that the Pennsy's 7002 did slightly better in 1905. I want to hear from Pennsy and B&O fans and would like to get a photo of the 7002."

(NOTE from Freeman Hubbard, editor: The *Mallard* made a superb run. We will publish details and a photo in the near future.)

BACK in 1912, when I was working on the Lake Shore & Michigan Southern," writes Jesse M. Grigg, 5951 S. Tripp Ave., Chicago, Ill., "I had some colorful experiences in the Telegraph Department gang, working with a motor car over the road from Chicago almost to Cleveland. Week-ends I rode engines of some of the fast ones, occasionally from necessity, as my pass was good in all engine cabs but not on all cushions.

"For ballast scorching you should have seen Second No. 4, a train of mail cars that First No. 4 had left at LaSalle Street. Maybe an hour behind and running to overtake the First at Toledo, it put the First's mile-a-minute in the shade.

"But the spectacle of speed over a fine roadbed is nothing to the sight of speed on a streak of rust. I think back to the daredevil antics of a certain work-train crew in my days as student operator on the Jack Line (Jacksonville & St. Louis). Though I could barely make out through the dust cloud a swaying Eight-wheeler and a boxcar-caboose with dope boxes blazing. I knew from what the wires said that it was John Carroll and his 'Cap' Reno going home for the week-end. Carroll was the wildest runner I ever knew, yet only a few years ago he was still on an engine." ●

MEET Barbara Haskell, the 16-year-old daughter of Engineer Lewis A. Haskell, who has been 40 years with the Maine Central. Her Uncle Jack was a Bangor & Aroostook conductor. Barbara lives at RFD 2, Bangor, Maine, and is a member of her high school's National Honor Society. Ambition: Social service work with teenagers.

Barbara Haskell

Her father is a man of few words. We wish he would tell us about the January day in 1921 when his train was stalled in a snowdrift for 18 hours at Etna, Maine, with nothing to eat. The details would be interesting. We know that his crew eventually found a farmhouse about a quarter-mile away and "feasted" on tea, bread, and butter. This is all we know of an event that must have been page 1 news in 1921.

If Mr. Haskell were inclined to talk he could also tell us about January 13, 1947, when he and his firemen were taking a locomotive from Bangor to Waterville for repairs—but never got there. Crown-sheet dropped out, engine blew up. No casualties. ●

ABOUT 60 years ago L. P. James, a sawmill proprietor of Sibley, Ga., had two weaknesses: his trim little Eight-wheeler and the county in which he lived. He would hire on the spot any

(*Continued on page* 57)

1957 WINNER INDIANAPOLIS

SAM HANKS, famous race driver and mechanic says: "I'd like a NATIONAL SCHOOLS trained mechanic on my crew anytime! Any employer would!"

Few racing drivers are as qualified to advise future mechanics as Sam Hanks, who builds and repairs his own racing cars. He holds the American Closed Course record (182.554 m.p.h.) and a host of state and national titles, including the National Midget Championship in '49 and the National A.A.A. crown in '53. At Indianapolis, he placed third in '52 and '53 . . . last year, he was runner-up.

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Prove it to yourself, Men. National Schools of Los Angeles, a leader since 1905, brings its famous training shops into your home — gives you everything you need to make more money in today's big, opportunity filled Auto-Mechanics & Diesel industry.

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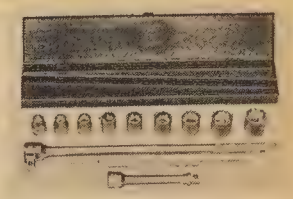

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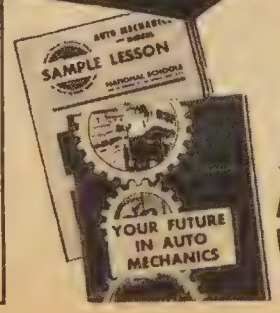

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The demand for mechanics is terrific because there are over 62 million cars and trucks on the road . . . *one-third in the heavy-repair class.* Also, the industry produces about 7 million new vehicles each year, all of which need periodic service. Get *your* share of the pay, the prestige, the security that this giant industry offers!

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Soon after they enroll, many students do repair work for profit. Some fix cars "on their own," others get part-time jobs in local shops. Students add extra dollars to their regular income this way. They buy shop equipment, pay their tuition, and sometimes save enough to put in the bank. Quite a number get full-time job offers while training, and some even open a small shop. CTI's famous Shop-Method Home Training Plan encourages students to start on actual repair work—gives them the confidence and basic know-how to go ahead—and to *get* ahead. Remember, you can keep yourself busy by just concentrating on tune-up work. Of course, you learn *every* phase of mechanics as a CTI student.

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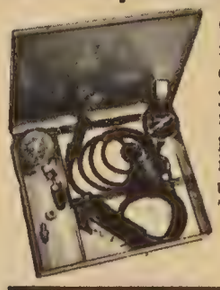
Learn By Practicing with Tune-Up Kit and Tools



CTI instruction is easy to understand, well illustrated. And you can get practical experience as you learn. As part of your training, you receive an Engine Tune-Up Kit and mechanic's tools, including socket set (see photos.). Included are these professional testing instruments: Compression Tester; Vacuum Gauge & Fuel Pump Tester; Ignition Timing Light; portable steel case.

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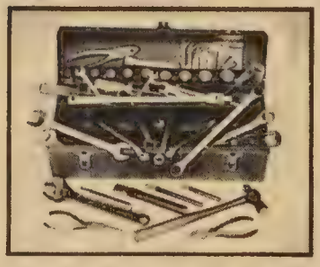

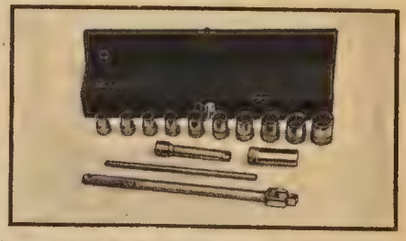

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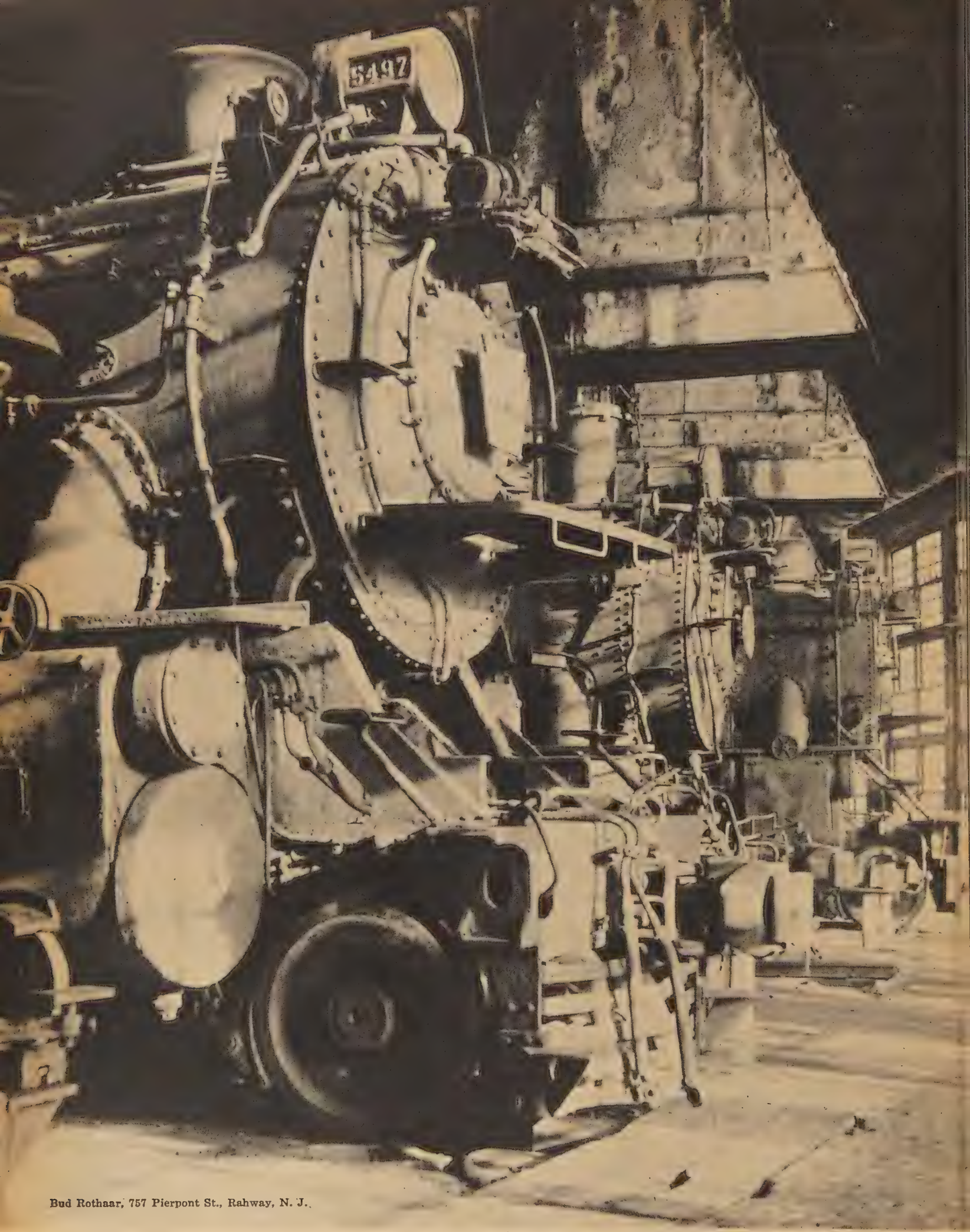
Photos of the Month

Elizabeth Menzies and R. B. Green, Princeton, N. J.

Two monorail trains, each consisting of two wooden coaches electrically propelled, ride separate rails in opposite directions high above the Wupper River in Germany. Supporting girdles straddle the river between Oberbarmen and Vohwinkel. Trains swing around curves at high speed with no fear of derailment. The 20 stations, high up in city buildings, remind you of mouse-holes. You walk up to them—no elevators or escalators. The *Schwebebahn* (German word for *monorail)* was built between 1898 and 1903. Its cars are crowded during rush hours. The entire run of 10 miles each way takes 34 minutes.

"Journey's End." Overhead view of No. 1222 of the old Pere Marquette (now C&O) won a prize in a Popular Photography contest about seven years ago.
Lionel J. Tidridge, Windsor, Ont., Canada

Northern Pacific 2-8-0 type engine 1621, Class W, wheeling toothpicks, is seen entering the yard at Tacoma, Wash., where she is now being held in storage.
W. Wilkinson, 4423 N. 11th St., Tacoma Wash.



Bud Rothaar, 757 Pierpont St., Rahway, N. J.

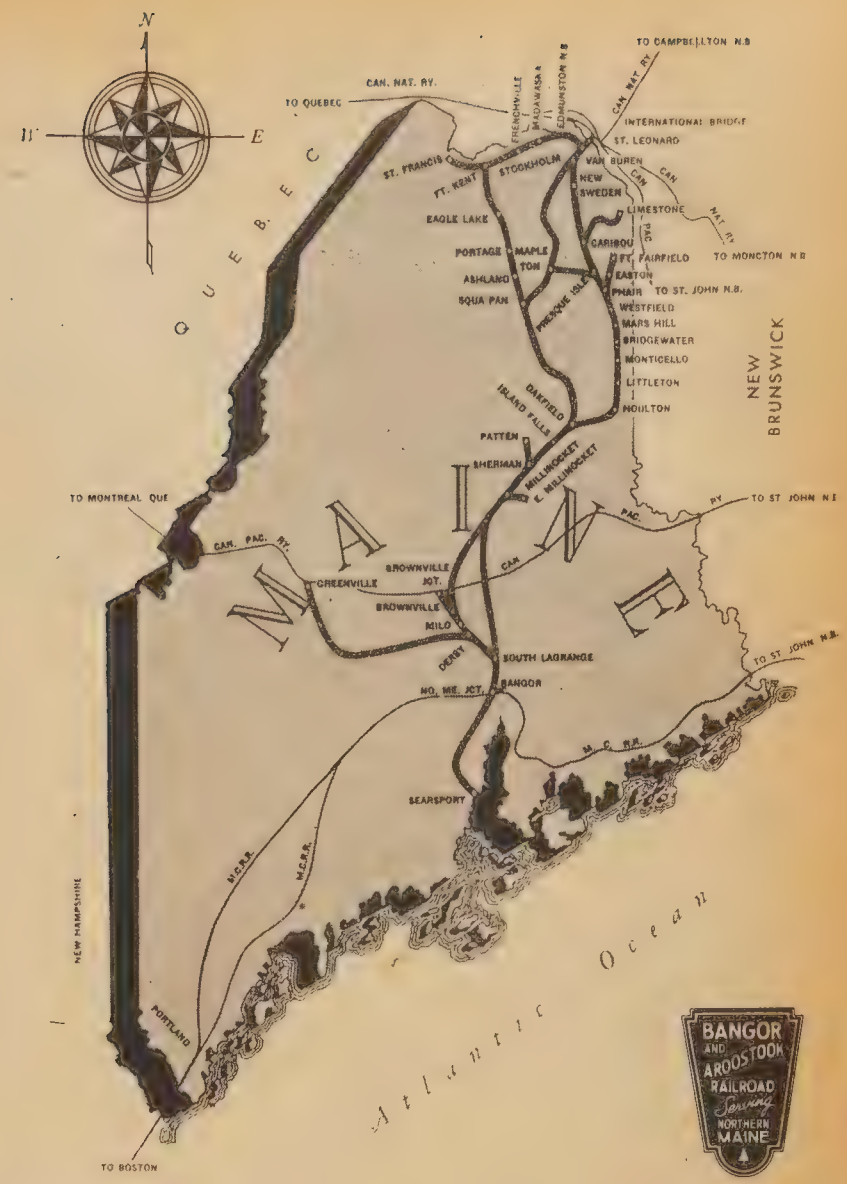
A quiet autumn afternoon in the sometimes-busy roundhouse of the Pennsylvania-Reading Seashore Lines, Camden, N. J.

David Plowden, 1239 Madison Ave., New York City

Boston & Maine diesel No. 4260 pulls freight train SP-1 into Brattleboro, Vermont, en route to White River Junction.

503

Gateway to the North



by Charles Morrow Wilson

All photos from Bangor & Aroostook Railroad unless otherwise marked

A One-State Railroad, Over 600 Miles, the Bangor & Aroostook Has Snow-Fighting Difficulties That Call for Yankee Courage and Ingenuity and It Boasts a Moderate-Priced Dining-Car Service Headed by a Woman

THOUGH the Bangor & Aroostook operates 602 miles of track, every foot is in the State of Maine, while more than half its total mileage is located in one county, Aroostook. It is officially designated BAR, instead of B&A, to distinguish it from the Boston & Albany.

The farthest north railroad in the United States, it works courageously through winters which are sometimes colder and snowier than those of Alaska. Yet at its ocean pier terminal in Searsport it often loads on tropical products such as sugar, bananas, even coconuts.

BAR is also the country's farthest east railroad, except for the Maine Central, and Mt. Katahdin, on its lines, is the first point of American soil touched by morning sun.

Even more oddly, the railroad's entire Northern Division is a switching operation—a relatively little road with the biggest switching yard on earth!

The BAR has seven different sizes of rail, ranging from 70 pounds per yard to 115. A lot of traffic rides that steel, enough to provide 1,500 good paying jobs for employes and a gross income of around $16 million a year. What other roads call a Traffic Department is, on the Bangor & Aroostook, a Sales Department. It's fifty station agents act in the caacity of salesmen, with six sales supervisors and a Harvard professor teaching them salesmanship.

Moreover, the BAR is the only railroad with a female dining-car superintendent, Mrs. Doris C. Rosen. But more about her later.

On most roads the sleeping cars belong to and are operated by the Pullman Company, but this one owns its "stock" and lets Pullman operate them. And, except for the Santa Fe, it has built up the world's largest fleet of railroad-owned *heated* freight cars. Seven years ago the Aroostook line pioneered in the "seasonal leasing" of diesel locomotives. The great potato rush is a winter affair and reaches its peak in February and March. So the BAR can easily spare the dozen or so

◀ **Last step in dieselization of BAR: Nine steamers en route from the Derby shops to undergo scrapping.**

In Maine, when the mercury falls to 40 below, diesels wheel the snowplows just as the steam locomotives used to do.

Pulpwood tops BAR freight. The railroad and Great Northern Paper Co. jointly developed new type side-dump cars.

diesels that it leases to the Pennsy each summer for iron-ore traffic on the Great Lakes.

The average diesel's work day is about 11 hours, but on the "Gateway to the North" it is almost twice that long. Diesels handle the locals and switching jobs in daytime and pair up to haul the big through freights at night. Thus an average of some 42 diesel units do the work that 71 steamers used to do, and at about half the maintenance cost. However, even while BAR was becoming dieselized it was developing and putting into service "steam generator cars" to order to have steam available when needed, which is practically all the time.

In changing over from steam locomotives to diesel, most railroads closed out their roundhouses and steam repair shops. BAR merely converted its vast steam shop to a machine-tool subcontracting plant, which not only saves the men's jobs but brings in a nice profit.

SPEAKING of profiits, the Aroostook line has another distinction. Whenever the Interstate Commerce Commission authorizes a freight-rate increase, the average carrier grabs it like a hen eating a June bug. This is not necessarily the case in the Pine Tree State. The ICC has granted three successive rate increases on spuds; but the BAR management is fully aware that potato haulage is the road's bread and butter, and in order to avoid harming potato farmers, they only nibbled at the allowed rises rather than take the entire bites.

You may have heard it said that Aroostook winters are getting milder. Don't you believe it! Last winter's cold snap touched 50 below, which was not exactly mild, and as recently as 1953 a sudden storm dropped three and a half feet of "permanent" snow in 36 hours.

Old Man Winter has been a particular devil ever since the BAR started operating trains. At that time three counties of northeastern Maine comprised the last great frontier in the United States to be opened by a railroad. The whole area, though bigger than all of southern New England combined, had no sizable towns, no factories, and no rail outlet in those days except the Canadian Pacific.

In 1868 tough Yankees began building a railroad, the Bangor & Piscataquis, owned by Bangor city. Years passed. In 1892 a new company acquired the B & P and used it as a base from which to build the present Bangor & Aroostook system.

It took rugged pioneers like Albert Burleigh and Franklin Cram and their crews wearisome years to lay the rails, which shortly thereafter began carrying crops to market from the world's most important concentration of high-yield potato farms. And ten more years to extend the line to the white water of St. John's River, America's farthest north boundary. And still another decade to tap the forest lands in that area and to build south to Searsport, a coastal port, and bridge the St. Johns to link with Canadian National.

The BAR fought winter with two weapons, gumption and steam. Its

BAR's new president, W. Gordon Robertson, was born in Scotland in 1911, moved to Canada in 1929, and has been living in Maine for the past 16 years.

steam age began in 1893 with the then lightweight Manchester coal-burners. By sheer necessity and despite 50-mile gales that dropped the mercury below minus 40 and piled up snowdrifts as high as telegraph poles, the oldtime hoggers cold-started by pulling throttle bars that were stuck as tight as a brick in a wall.

Ten minutes later they'd find themselves wringing wet. But not from sweat. Those oldtime Manchesters were open blinders, with virtually nothing between them and the Arctic Circle except a few trees and a barbed-wire fence. The engine crews got wringing wet from drifted snow that the big firebox sucked in.

Some railroad experts had classified the Aroostook country in winter as too durned cold for steam. But the Manchester-built engines and the men who handled them made the grade all right, dragging out the potatoes. The BAR's first four steamers, all Manchester Eight-wheelers, opened the snow-covered main line during the fierce winter of 1893-'94.

By 1901 one Manchester, weighing 146,000 pounds without tender and with a tractive potential of 22,000 pounds, began taking over potato runs. Six years later a threefold increase in the potato crop, plus the development of the then king-size (30-ton gross) heated boxcar, called for more powerful locomotives. The BAR then took on some bigger Manchesters, all Ten-wheelers. The 1907 models were 162,000-pounders with tractive force of 23,000 plus, while the 1911 comers included three with tractive force above 28,000.

During the same decade the Rhode Island Locomotive Works built several engines for the BAR. The first two were Ten-wheelers, put in service in 1906. A year later two Rhode Island 2-8-0's joined the roster. Then in 1914, about the time World War 1 was getting under way in Europe, the winter-fighting road bought a couple of 2-8-0's from Schenectady, locomotives that worked so well that six more were acquired a few months later.

For the next fifteen years Mountain and Pacific types preponderated in additions to the BAR roster. The middle 1920's were halcyon years for Alco G's. Then in 1927 the Class S's began joining them. During 1931 the magnificent Schenectady S-as's started to burnish the rails—245,000 pounds of power-building metal with 25x28-inch cylinders, 52-inch drivers, 210 pounds of boiler pressure, and 60,000 tractive force.

Relic of Steam Age at Oakfield, Maine: water tower surmounted by gilt locomotive-shaped weathervane, near the depot.

THE LIST comprised a saga of steam. Thad Simms, who became a BAR runner in 1898, told us that he got his initiation on a pony Manchester.

"Till she warmed up," he recalled, "you needed an arm like a gorilla to pull the slide throttle. But once the steam was under and the pressure commenced to equalize, that throttle would come flying out like John L. Sullivan's fist. We trusted mostly to God and the pressures. Sometimes air pressure would knock out the throttle completely. If you couldn't shut her off, you just ran her down.

White flag whipping the breeze on No. 107 marks potato train as special. Spuds are BAR's second biggest freight item.

"Even when those old girls were running as sweet as you please, reversing one at anywhere near full throttle was a test of manhood. To get her into the breeching you had to plant both feet on the cab wall and make your carcass a spring in order to get the reverse lever dropped into the notch. The first time damn near jolted my teeth out."

One February day in 1934 northern Maine was right chilly, 30 below. The white stuff had drifted over first-story windows to such an extent that dispatchers had to shovel it out in order to see the trains. For the moment there weren't any to see. Two passenger trains and a freight were nearly buried in the huge masses of drifted snow not far from Fort Kent.

A hogger named Harry C. Hamilton, whose engine bore his nameplate, steamed out from Van Buren with a potato train having a plow coupled on in front to open the line. Just north of Mapleton a hard-packed 15-foot drift that covered one of the rails derailed the plow, the 2-8-0 type locomotive, and four of the loaded boxcars.

Harry gave his fireman time to leap to safety and then followed him out of the cab—but not to safety! The iron horse turned over, sending him to glory and clouding the leaden sky with smoke and steam.

Roadmasters' reports tell of winter hazards in a way that puts some fiction writers to shame. It is common knowledge that during the winter of 1933-'34 the BAR saved thousands of people as well as their potatoes and other businesses. Eleven feet of snow fell in North Aroostook between November 10 and March 10 and, like friends in need, it just wouldn't go away.

At least 15,000 square miles of "down East" country was harried by the spectres of hunger and pestilence. Highways were blocked off. Potato towns such as Presque Isle, Houlton, and Ft. Fairfield had enough to eat, mostly spuds. But the hinterlands faced a threat of death to many people if the trains should fail to get through.

The trains *did* go through. Some ran late, but not one of the through trains failed to make it, despite temperatures which froze the water tanks even with roaring coal fires lapping beneath them—temperatures which theoretically made steam power "impossible."

But the oilburners succeeded and so did many of the coalburners. Now and then six trains at once were wedged in the snow, their car wheels frozen to the rails. Dozens of times powerful freight engines had to break up the marooned trains, drag out the cars a few at a time, and then team up for the long pulls.

High-stacked No. 242 and two wooden coaches wait at Oakfield on a cold March morning in 1947 for connection with northbound *Potatoland Special*. (For steam roster of the Bangor & Aroostook see Feb. '35 or Jan. '50 *Railroad Magazine*.)

Ray F. Higgins, 419½ Katahdin Ave., Millinocket, Me.

Ray F. Higgins

Train No. 2 arriving at Oakfield in August, 1947. Her Pacific-type locomotive, No. 254, was built at Schenectady in 1927.

The winter "clearance" force swelled from a previous high of 1,100 hard-worked men to more than 2,300. Roadmasters recruited and hired farm tractors and privately-owned caterpillars. Winter costs doubled. Railroad books, like the cold-split cheeks of railroad workers, showed red. But the stubborn Yankee railroaders fought it out and the trains got through.

A roadmaster at Millinocket scored some bang-up good reporting, such as:

> The mercury was 32 below and a 50-mile wind was bearing down. We managed to get seven sidings spread, but the men would freeze their faces while putting out the wings of the plows. Next day another storm buried the tracks and drift snow was banked nearly to the tops of the telegraph poles. Plows were entirely useless because the snow was high over their wing tops . . .
>
> Fifty men attacked the mainline drifts with shovels. We had to stair-step the snow in eight-foot terraces . . . All the section men stuck to their posts like beavers, freezing noses and cheeks and chilling hands and toes over and over again. During January every man on all my crews got frostbites . . .
>
> On March 26th I had 26 rails drumbled by the cold in 32 miles. We had to use section men to foot patrol the tracks. Water tanks kept freezing even though we kept big fires burning underneath them. A bridge crew wrapped their faces in towels, yet noses and ears froze . . .

Modern steel cars of this type, gaily painted red, white, and blue and well insulated, haul a considerable portion of America's large potato crop to market each year.

By January the heating plants in the shop buildings were giving out. The shop bosses offered to release their men on pay. But any railroader knows you can't run trains if you close the shops. So the shopmen stayed on the job. So did the office forces, including most of the girls. They kept candles burning against the frosted windows in daytime to

BAR's dining-car superintendent, Mrs. Doris C. Rosen, shown chatting with one of her chefs at a stove, is the only railroad woman on earth to hold such a position.

see sunlight and to report the trains. BAR refused to admit failure, and the trains rolled on.

THAT sort of thing happens nearly every winter. The stand-by cold-weather equipment includes 20 snowplows, 20 wing plows, two Jordan spreaders, and a backlog of overloaders, clamshell shovels, two-yard shovels, and caterpillar tractors. Privately owned equipment and outside help are hired when needed.

From the time the "great thaw" begins in April until November, when the deep snow usually settled in, there is a lot of labor to be done by the section force—four roadmasters, each with 17 regular gandy dancers. But winter operation remains the supreme test. Diesels meet that test and do the paying off.

The changeover to diesel power, beginning with General Motors F-3 freight electrics in 1946, became complete in 1952 when the sturdy old 251 made the final steam run, on the Greenville branch, pulling a mixed train with 60-odd nostalgic passengers and crew men aboard.

By 1950 the BAR had in service 26 units, all GM. Then it bought a dozen more GP-7's and leased them out for summer use in the Pennsylvania ore runs, on a 15-year-life basis. This venture has worked beautifully. The Maine road, now 100 percent dieselized, tops off its diesel stable with the big (230,000 pounds overall) three-units, 4500-horsepower F3's which GM designed and built. The accent is on heavy grades and loads, with power to spare for tough winter service, when the wild nor'westers start playing leapfrog with savage nor'easters.

Diesels are doing a good job of slugging it out with winter. Steam did a good job, too. Gray-haired R. D. Butler, who grew up during the golden age of steam but is now the Bangor & Aroostook's diesel supervisor, puts it this way:

"In steam days an engineer was master of his locomotive as long as he worked the run; nobody else thought of using her. The steamer put out power according to his skill. Diesels just put out power.

"At the time I entered BAR employment a man had an engine with his nameplate on her. When she went into the shop for repairs the engineer would quit work until she came out. Dieselization has stopped all that."

The world's only railroad dining-car superintendent, Mrs. Doris Rosen, is only one example of the BAR's breaking with tradition. This lady makes up menus of Yankee victuals. Since the BAR hauls more potatoes than any other road—the *Potatoland Special* is one of its name trains—her meals naturally give special attention to spuds. Her hash-browns cooked in ham drippings are famous. Likewise her "smooth bakes," cracked and buttered just before serving.

BAR diner prices are lower than those on most roads. Not only that but you can get a second cup of coffee free with each meal and, if you are a Pullman passenger, you are served a whopping big breakfast just for showing your ticket stub.

Aside from some of the New Haven's commuter runs and the Ontario Northland's cafeteria cars, the BAR is the only road we know of that employs waitresses on its trains. These girls, known as hostesses, greet and seat the customers, take their orders, serve the food, clear tables, collect the money, and make change. Mrs. Rosen supervises the chefs and hostesses, tastes food professionally, and doubles as chief clerk for the Operations Department.

EVERY year thousands of hunters ride the rails to the big woods of Maine and the BAR co-

Each year, when potato rush ends, the Maine road leases a dozen or so of these GM F-3's to Pennsy for iron-ore traffic.

Bangor & Aroostook train, mostly empty hoppers pulled by No. 120, Class M-1, heads into southern terminal, Searsport, in 1947. Brooks built the engine in 1929. She was originally No. 452 of the now-abandoned New York, Ontario & Western.

Robert A. Nuck, 8 Bacon St., Warren, Mass.

operates with game wardens in the occasional search for lost or missing hunters. But the engine and train crews also get in some hunting of their own. It is not unusual to catch a whiff of venison frying or boiling on caboose stoves—in season, of course.

One day, shortly after Mrs. Rosen took her present job, she boarded the road's *Aroostook Flyer*, northbound, and strolled into the diner-club car to investigate a rumor that the service had become too informal. The car was pretty well filled with hunters. The newly appointed dining-car superintendent was a bit flabbergasted to see her chef shaking hands with the customers.

"What is going on here?" she asked pleasantly.

A towering white-haired man who looked like a logging foreman tapped her shoulder. "Look, girlie," he said, "I've been ridin' this train since before you was born. Most of these hunters are oldtimers, too, and we

When 17.6 miles of track between Northern Maine Jct. and South Lagrange was opened to CTC operation, Hope Hufchins, whose father was then president of the road, symbolized new era by hooping up train order to Engr. Harry Babcock. Beside her stood Dorothy McDonald, the daughter of an important BAR shipper.

all figger that when grub comes out as good as this the cookee deserves a handshake. Okay?"

"Okay," she agreed, and to this day BAR chefs make a practice of shaking hands with their customers. It's real friendly.

Downeasters claim that the Gateway to the North is the most washed of all railroads. Its rolling stock is spic and span, especially its steel red, white, and blue potato cars.

Seven years ago the company began developing its now famous type of "combination car." This is a standard 40-foot boxcar weighing 80,000 pounds. Besides insulation, it is equipped with an underslung charcoal-fueled heater which keeps potatoes frost-free during the winter. The BAR rents out many of their reefers for summer use by Pacific Fruit Express and other carriers of perishables, but each year finds the "combines" rolling homeward in time for the big potato rush.

This development enables the Aroostook line to keep ahead of all roads but the Sante Fe in railroad-owned heater cars. The BAR boasts 2135 boxcars, 1405 reefers, and 49 flats. Also 25 passenger cars, including modern lightweight coaches, sleepers, and club cars.

Last year it highballed 777,000 tons of Maine potatoes to 36 states, including shipments to foreign countries. This was roughly 70 percent of the state's total crop of spuds, the nation's biggest. But pulpwood (1,375,000 tons last year) is the BAR's top freight commodity, with newsprint (749,000 tons) crowding potatoes hard for second place.

The BAR is still a frontier railroad, reaching into new territory and driving for greater traffic volume. There are bustling towns and vast potato farms along its main line, and surprisingly wild country along its branches.

When you ride the BAR your engineer is not likely to run down a moose, but there is a fair chance that you will see one. The Aroostook country is still wide and open. So are the thinking, the viewpoints, the risking, the toil, and the unconquerable spirit of its people, including the very special railroaders. ●

BANGOR & AROOSTOOK LOCOMOTIVES

RR. Class	Road Numbers	ex Road Numbers	HP	Builder	Bldr's Model	Wheel Arrngt.	Max. TE	Engine Weight	Built	Builder's Numbers
Ha	40A-43A	500A-503A	1500	GM-EMD	F-3	B-B	57,050	233,700	1947	5170-5173
Hb	44A, 45A	504A, 505A	1500	GM-EMD	F-3	B-B	56,490	231,475	1948	5174, 5175
Hc	46A, 47A	506A, 507A	1500	GM-EMD	F-3	B-B	58,050	241,065	1948	5180, 5181
Ia	50, 52-55, 57	550, 552-555, 557	1500	GM-EMD	BL-2	B-B	60,164	246,065	1949	8161, 8163-8166, 8617
Ib	51, 56	551, 556	1500	GM-EMD	BL-2	B-B	54,472	223,295	1949	8162, 8616
Ja	10, 11	700, 701	2000	GM-EMD	EA-7	AA-AIA	51,830	319,700	1949	8417, 8615
Ka	20-23	800-803	1000	GM-EMD	NW-2	B-B	60,620	245,800	1949	8157-8160
K-Ia	30-34	NYNH&H 0901-0905	660	GE	Y	B-B	49,000	196,000	1936	11785-11789
La	60-71	560-571	1500	GM-EMD	GP-7	B-B	60,289	246,424	1950	9933-9944
Lb	72-75	572-575	1500	GM-EMD	GP-7	B-B	60,806	250,113	1952	9945-9948
L-Ia	76-80	none	1750	GM-EMD	GP-9	B-B	60,986	250,640	1954	19553-19557

NOTES: GM-EMD—Electro-Motive Division, General Motors Corp.; GE—General Electric. Maximum tractive effort given in pounds at 25 percent adhesion. Engine weight given in pounds. Classes J and Hc equipped with steam generators for passenger service. Classes J, Ha, Hb, Hc, Ia, Ib, La, Lb, L-Ia equipped with MU controls. Classes Ha, Hb, La, Lb L-Ia equipped with dynamic brakes. Compiled by Sy Reich from data supplied by Bangor & Aroostook Railroad July 1 1957. ●

Ireland's Last Electric Tramway

by J. H. PRICE

HALF AN HOUR out of Dublin by bus, or 17 minutes by diesel-powered train, is the Hill of Howth, a steep promontory jutting out into the Irish Sea, beloved of Dubliners both as a place to live and as somewhere for a day out. The highway and the railway run along the north shore through Sutton to Howth town.

The open-top electric tram that makes the trip is, to my mind, the most delightful means of transportation left to us. It belongs to the Great Northern Railway of Ireland. The railroaders are rather fond of it, despite the money it loses, and they issue little blue leaflets telling you how the trams connect at Sutton and Howth with the trains from Amiens Street and the buses from Eden Quay.

This tramway is 5½ miles long, single-tracked, and laid to the Irish gage of 5 feet, 5 inches. There are ten passing loops, numbered 1 to ten in the working timetable, and curves galore and gradients as steep as 1 in 16. From Sutton to beyond St. Fintan's the track parallels the highway, but then it strikes off on its own, past a convent nestling behind a high stone wall, and up through the gorse bushes to the summit of the line, 350 feet above the sparkling blue sea.

If, on a clear day, you walk to the hilltop (560 feet) you can see all of Dublin at your feet, and Bray Head, the Wicklow Hills, and even the Mountains of Mourne. Then the tram carries you down through the fields to Howth in a succession of wide curves, with a view across the little town to the isle of Ireland's Eye about a mile offshore, and after crossing the highway on a bridge it sets you down at Howth railway station.

The tramway was opened June 7, 1901, and still uses the original open-top maximum-traction bogie cars—now the last working open-top electric cars in the world. Nos. 1 to 8 are blue and cream like the GNR Board's diesel trains, but 9 and 10 (which are rarely brought out) are in the brown livery of GNR steam stock and have the downstairs seats back-to-back down the middle, facing outwards. There is also a tower-wagon tram, No. 11.

Current is taken by an outside-sprung trolley pole at one side of the top deck, which is tied down with a rope from the summit to Howth so as to save wearing out the wire. It's downhill all the way and the cars just coast. For this reason there are two wires from Sutton to the Hill but only one beyond.

The future of the tramway, like that of so many others, is uncertain. The Great Northern says it would be cheaper to run buses, but the Dublin Government finds it cheaper to pay the loss on the trams than to build a decent highway and until they change their minds, the tram will stay.

So you can still sample the quiet and leisurely feel of the open tram nosing its way through the gorse bushes, with the cobalt sea and the white lighthouse shimmering below, and the gulls flying about. ●

At Stella Maris, on the Hill of Howth, the high wall at the left was built to prevent passengers on the tram's upper deck from looking into the secluded convent grounds of the Irish Sisters of Charity. The tram ride is picturesque.

Nowhere else can you ride double-decker cars such as these in regular service.
J. H. Price, 15 Kingslynn Crescent, Upper Norwood, S.E. 19, London, England

Harvey girls like these made bleak division points livable. Thousands became the wives of railroaders. They tamed the boomers by supplying an incentive for men to remain on the job and they did much to civilize the West. **(See page 32.)**

BOOMERS AND THEIR WOMEN

Oldtimers Recall Sisters of the Road, the Good and the Bad, Whom They Met on Their Travels Long Ago and Some of Whom They Married

by Haywire Mac

MANY BOOMERS, drifting from one streak of rust to another in the old days, liked to regard themselves as Casanovas. Of course, we could travel faster by rail than Casanova did by stagecoach and in between romantic episodes we did our share of railroad work.

Not long after I hit the boomer trail I landed in Cleveland and took a job as "yard brakeman" on the Pennsy, the old Cleveland & Pittsburg. It was springtime; the big lake freighters were starting to pour their cargos of iron ore into the waiting cars, and railroaders were in demand. Dozens were hired daily and there seemed to be a very lenient attitude in the matter of checking previous employment record, as set down on the application form.

My first assignment was a a rider on the Kinsman Street hump. This was a new method of switching cars. The same method is in general use today but now has modern mechanical aids. There were no "retarders." Cars were controlled by riders wielding a pick handle for

extra leverage on the hand brakes and the switches were flipped by a flock of agile youngsters.

With a bunch of smart boomers among the riders it was possible for a few men to hide out at times and take a snooze in some empty boxcar or maybe wander off with a girl for a couple of hours at a stretch. The conductor didn't squawk as long as the job kept moving.

We railroaders worked a twelve-hour shift, whether night or day, and only by playing hookey for a short spell could we enjoy feminine companionship—except, of course, when we'd take a night off to play the Casanova role in a big way.

Rafferty's saloon on Ontario Street, Cleveland, was a likely spot for picking up dames. In addition to a bar room on the main floor it had a discreet "side entrance to Hell," as the preachers called it. A dimly lit stairway led to a large second-story room. There, even in the afternoons, you could find a scattering of men and often several women.

There were no bright lights. Liquor was sold and the management supplied free entertainment with one- and two-reel silent movies plus a tinny piano and occasionally a singer warbling sentimental ditties. In an emergency, a message from the yard office would be flashed on the screen asking so-and-so to report for work at once in a freight crew.

H. L. Kelso

"Haywire Mac": Harry K. McClintock, boomer switchman, brakeman, minstrel

Women were not served at the bars of that era. Rafferty's was about the only gin mill in downtown Cleveland where a gal could pop in for a quick one or dawdle and fan the breeze with railroad men. Some of the ladies were snooty about forming casual acquaintanceships but others had ways of letting you know their charms were at the disposal of anyone with even a modest bankroll.

WHEN I was a young fellow and jobs were scarce in the States, many a rail would drift into Mexico. I did so myself.

I remember a handsome young fireman down there, Bert Hull, who was promoted to the right-hand side and given a passenger run between Aguas and Jimulco. Bert had a way with women. He tipped off the Pullman porter on his train to contact pretty girls who were riding the cushions and invite them into the engine cab, and it was not unusual to see him wheeling the varnish at 50 or 60 per with a dame or two at his elbow.

"Love 'em and leave 'em" was the slogan of many a boomer. Which reminds me of an experience that my friend Maxwell Swan had with a fellow drifter whom he identified only as "The Kid." It seems that The Kid was the best car-hand Max had ever worked with, a master of hand signals. He was also good-looking, maybe too good-looking, but there his virtues ended. He sported a big white Stetson and otherwise dressed sharp. The story, as I remember it . . .

ONE DAY our train rolled eastward out of Cle Elum, Washington, on the St. Paul Road, and we stopped at Ellenburg to put on the feed-bag. For some reason, maybe a hunch, The Kid didn't go into the greasy spoon with the rest of us but hung around the caboose. I slid into a seat and studied the menu.

Presently the waitress came up. She was small but well developed, with all the curves in the right places, and pretty red hair and a face to match. While she was taking my order she asked if I worked on that train; and when I said yes, she asked if I knew The Kid, mentioning his name.

"Sure," I told her. "He's in our crew."

The gal said calmly, "I'm his wife."

The news almost bowled me over. Why the devil any man in his right mind would deliberately pass up a choice specimen like her was more than I could figure out. The Kid must have bats in his belfry. We sat there a few minutes and talked. The rest of the crew finished stuffing their bellies and walked out, leaving us two alone.

I knew that our train was on short time for the next meet. Soon I heard the engine whistle off—she was a Schenectady ten-wheeler—and that meant The Kid had opened the gate. I had to hustle. The waitress removed her apron to follow me. But she was too late.

When I reached the switch, The Kid was not in sight, so I stayed there to close it. The gal asked breathlessly, "Where is he?"

"Up ahead," I pointed.

The train was already pulling out. Her brown eyes rimmed with tears, but I was too busy to notice her very much. Throwing the switch behind the caboose wheels, I sprinted after the train, caught it, and swung a highball. Then I looked back. A forlorn little figure was still standing beside the switch.

Inside the crummy I found The Kid sitting on the cushions, and I said, "Just saw your wife."

His answer was quick and sharp. "You didn't tell her where I was, did you?"

"Why, sure I did," I said. His tone nettled me. I resented the fact that Brown Eyes was throwing herself away on a heel. "You never told me your private affairs," I added. "I thought you'd be glad to meet her."

The Kid glared at me.

"Glad, hell! That little bitch has been trailing me from Jerusalem to Jericho. Can't shake her. No sooner

do I get a new job than she bobs up again. I'm just fed up on her."

His mood was sour, so I dropped the subject. But as I climbed into the cupola to watch the scenery drift by, I could not help wondering how many a guy would give everything he owned to be in The Kid's shoes that day and be followed by a neat dish breaking her heart over him.

WELL, that was Max's story as near as I can recall it. Why are some skirts like that? Treat 'em rotten and they're still crazy about you. There were plenty of fine and decent women along the boomer trail. Girls like Brown Eyes and a lot of other waitresses I met, especially those in the Harvey Houses on the Santa Fe. That kind had nothing to sell but the food they brought you on a tray, and you'd better not have tried making a pass at any one of them.

But there were exceptions. A book written by a former railroad yard man named Herbert Asbury offers this bit of Americana:

> Many small communities were not able to support even a part-time harlot; consequently some members of the craft went from town to town. I recall one who made several towns along the OK Railroad (name disguised) in northeastern Missouri as regularly as shoe drummers. Her studio was always an empty boxcar on the town siding, and she had a mania for inscribing in such cars the exact dates and hours of her adventures, and her honoraria. It was not unusual to find in a car some inscription as this: *Ten p.m. July 8. Fifty cents.*
>
> These writings, scrawled in lead pencil or with a bit of chalk were signed "Boxcar Molly." Once, in a car from which I had unloaded many heavy bags of cement, I came across what seemed to be a choice bit of very early, and apparently authentic Boxcar Molliana. On the wall was this: "I was ruined in this car May 10. Boxcar Molly."

Maybe it's unfair of me to bring it up after all these years, but at least a few boomers must have fading memories of collecting fare of a sort from female hobos who made a point of riding freights. As a rule, the Boxcar Berthas were not attractive. Maybe that's why they took to the rails. One of them wrote her life story, unsigned, in a book called *Sister of the Road.* The copy I read was appropriately bound in scarlet. Those unwashed Boxcar Berthas belonged to the long-gone boomer era. You don't find any of them riding freights today.

CALLBOYS, too, have vanished. I mean the type who peddled his bike through the town, carrying a little black book for you to sign. His job was to summon men for engine and train crews, no matter where he had to go to find them, and he almost never failed.

"The way a callboy got around," says Bill Knapke, a close friend of mine, who was once a boomer trainman, "wised him to situations that would have been dynamite if he had talked too much. He could have disrupted the social and gamily life of a fair proportion of the terminal's population. But he kept a discreet silence . . .

"In a certain quiet street just off the main business center or in a shabby district across the tracks, where dim red lights shone through transom and drapery, he knew whether to visit Ruby or Gladys or Blanche in order to contact the railroad man he was looking for."

A onetime rover known as Bob the King Snipe, who is now homeguarding in Michigan with his wife and one of the prettiest daughters you'd want to brag about, has this to say on the subject of free-wheeling women:

"I have ditched a lot of girl friends in my day and been drained and ditched by others. The score is even. While I was tamping ties for the Long Island my flame was a redhot number named Dorothy. She and I might have become a permanent team, but when I was away from town on an Erie Railroad job Dorothy got mixed up with some other guy and had to marry him. Wonder where she is today?

"Back along the old trolley line running between Jamaica and Far Rockaway, in the golden days of youth, a Miss Hooper caught my fancy. The next one I remember was the Jones girl who gave me the gate for a Wabash fireman with gift of gab better than mine. But by that time I was wise. A cute-looking piano teacher came along, down on the Texas & Pacific. This attachment lasted until she hit a note off key, whereupon I beat it.

"I've had my share of fun and troubles with women but I never showed interest in one whom I knew belonged to somebody else. Up in Rockland, Maine, I traveled with a broad until I found she was a sailor's wife, whereupon I left her and the Maine Central, too. I will never forget Hazel, out of Chicago, on the Milwaukee Road. Hazel was an armful of sweetness with more motion than a manifest freight, but within a short time it was just a case of 'Hello, sucker; it's been nice knowin' you.'"

THE BOOMER used a lingo of his own in discussing personal matters. His method of addressing the opposite sex was termed "greasing the pig." One of the worthy brothers, Cliff Funkhouser, gives an almost phonographic report of a pie-eyed boomer shooting his mouth off to a sympathetic waitress whose crowning glory is peroxided with Gilded Hair Wash. This is how he puts it:

"I was born with a lantern in both hands and cut my eye teeth on a switch key, I've staggered further backwards drunk than these punk homeguards have been away from home."

He pounds *bang! bang!* on the table, which is located in the back room of Joe's place. Then he interrupts the flow of his blowing-up valedictory by inviting the hash-slinger, "What'll you have, Blondy?"

A moment later he is at it again. "Listen, Baby, I just cut off behind that lousy, stinking, rotten job. I

ain't labor no more. I'm capital now. By the dying old Christopher, I came here looking for work. I can leave like I come. The filthy sons of bees can't do that to me! I told 'em how the duck ate the butter without getting any grease on its chin. I told 'em . . ."

"You tell 'em, Big Boy, while I pat my feet," Blondy soothes, coming up closer. "Give 'em hell! I'm so mad I can't," she further cajoles the indignant boomer.

He sure is raving. They stopped his pay, so he up and quit . . . An hour or so later he is sobbing pitifully in his beer, telling Blondy (unless he blows up in Pittsburgh, then it's Blackie) the sad story of his life.

"Lishen, Girlie . . ."

Girlie lishens. Her sympathy is as inexhaustible as the boomer's bankroll . . .

Like the rest of us, Cliff witnessed and overheard the telling of many a life's story in hash-houses and pool rooms and gin mills at junction towns from Winnipeg to Juarez and points west.

The recital, according to Cliff, usually fell into one of three standard patterns. The favorite theme was the vindictive official back home who blacklisted our hero and got him turned on his reference wherever he went. Another variation: The boomer, tired of being hounded, went home and shot the relentless official. We have heard this tale with the brass hat being shot in just about every division point of North America. Diligent search of statistics, however, fails to reveal any such official slaughter.

"The second and more heartrending pattern," Cliff goes on, "was that of the little wife who ran off with some lowdown scum of a fireman—or, if the teller was a fireman, she ran off with some lowdown scum of a brakeman."

As a rule, the third version was told after the third drink. This tale of love's frustration, a broken heart borne in silent suffering, was revealed only in confidence to his friends (who were legion at blowing-up sprees). The girl he had cherished more than life itself went and married a lecherous old passenger conductor or engineer, spurning the love of an honest young ashcat.

The mouthings of wandering rails under the influence of red-eye would make an interesting chapter in social history. One of the fraternity brothers, "Frog" Smith, a conductor now basking on a little pike down South, offers this contribution to the subject of boomers and their lady friends:

"Harry was the best flagman I ever had as well as one of the best at rerailing a car with piled-up pine slabs. His only failing was women. Our spot was the Atlantic Coast Line spur beside the dirt road that leads into Slater, Florida.

"When we were not making a move or getting wood he liked to spend his time sitting on the pilot making passes at women. Later on, that proved to be his undoing. The last I heard of Harry he was running wide open and headed out of town. Close behind him thudded an irate husband pulling the throttle on a six-gun."

Frog Smith chuckles as he recalls Casanova's hasty exit.

ALSO on the lighter side, we'll get back to Maxwell Swan. Max tells how Old Lady Destiny was making it tough for him. He shoved a string of cars on a bad-order track and learned with horror that he was dragging someone along under the cars, someone whose agonized shouts halted Max in a hurry. When the wheels stopped turning, out crawled a man, all scratched up and mad as a hornet. Max didn't mind that too much, because the fellow wasn't really injured and the trouble had been his own fault.

Fact is, he was a car-toad making repairs on a brakebeam and he had forgotten to put his blue flag out. Besides, who would think of looking under the cars for a dope that couldn't hear the engine clanking along?

So, when the fellow recovered his breath after cussing everything connected with the railroad, Max got set to break loose with a tirade of his own. At that moment a female catamount roared out of a nearby bunk car. She proved to be the victim's wife, a big husky battle-ax of a woman, and she gave Max a tongue-lashing that hurts the hogger's ears to this day.

He tried to explain that her husband should have had a blue flag out, that otherwise no car-whacker worthy of the name would ever get under a car. She replied that any gah-damned fool would know men

Spring, Dammit!

THE SPRING is here; my hair is turning gray;
I'm getting fat and tame and housebroke, gee!
I'd like to travel back along the way
And see the kind of spring I used to see.
I walked today beside the railroad track;
There came a freight train, ponderous and slow,
And from the roof there waved a grinning shack
And, oh boy, how I longed to grab and go!

Out there are miles and miles of shining rails
And jungle fires beyond the track—oh, man!
And wanderers who gossip of those trails
And drink their java from a blackened can.
I'd like to wait for trains outside Cheyenne
And grab one as it toils up Sherman Hill
And visit Jimmy Durkin's in Spokane
And line up at the bar and drink my fill.

For fifteen years now I've been keeping soft;
I have a good job, but it is indoors.
I'd like to hear a locomotive cough
And once again to sleep on boxcar floors.
Who wants to hold a job? Who wants to be
So steady and so virtuous a thing
As merits man's approval? Hell, not me!
I'd rather be a hobo—in the spring.

—Haywire Mac

were working on the cars there.

This latter remark was unfair. Max had to be familiar with about 300 miles of tunnels, switches, bridges, sidetracks, and grades, and how in hell could he be expected to ride herd on a halfwitted car-tink? But the big-bellied Amazon got so abusive that Max hightailed it for the engine, with her at his heels, and he cut off and galloped out of town without the pickup cars.

"We can go back there later and get them, Jack," he told the conductor, "but not right now."

WHICH reminds me of the story that a retired boomer engineer known as Turkey Moore tells about a "temporary" widow in whose place at Tucson he rented a room back in the days when he was young and sassy.

"I use that word," he says, "because her husband was temporarily a guest of the state for horse-stealing. This lady had two pet aversions. One was to be called old; the other had to do with comments on the size of her feet. She was not more than fifty, and while I have seen pedal extremities larger than hers, I do not remember when."

She went heavy on make-up, perfume, and flashy clothes, evidently considering herself quite a belle. One night Turkey saw a brakeman named Sitzer all dolled up in a celluloid collar, a cutaway coat, a fancy vest, and a derby, and asked where he was going.

Sitzer refused to say. An hour later he strolled along Main Street with the widow on his arm. Turkey bowed as they passed. Next morning the boomer met his landlady in the hall and said cheerily, "I saw you stepping out last night."

She tossed her head.

"How did you like your new boy friend?"

Still no reply.

"Didn't he treat you right?"

Finally she said: "Why, the nasty man insulted me!"

Turkey sympathized. "He should be ashamed of insulting a nice old lady like you."

The torrent of words that ensued caused Turkey Moore to leave in search of another rooming house.

AT SOME TIME in my life I have been a patron of just about every Harvey House on the Santa Fe system, so it was only natural that I should get acquainted with some of their biscuit trundlers. No tale of romance on the rails would be complete without the lowdown on those girls.

As you know, the Santa Fe traverses some dreary desert country between Chicago and the West Coast. To feed the road's passengers and employes the Fred Harvey Company built a string of hotels and eating-houses along the line. East of Kansas City, the trains carried diners; but west of there, they stopped at meal times to permit the passengers to eat. When I was braking on passenger, I would go through the train bawling, for example: "Hutchinson! Hutchinson! Forty-five minutes for supper at the Harvey House!"

The Harvey system was a Cupid of the rails. Whilst the Santa Fe employment agency in Kansas City was shipping railroad men of every calling from ashcats to oilers, the Harvey employment service in Chicago was hiring thousands of girls and sending them West to be waitresses.

And don't get the idea these waitresses were tramps from the city streets. They were fine wholesome young women, many of them well-educated. They made the bleak division points livable. They helped to tame the boomers. Many of them married boomers and supplied an incentive for them to stick on the job and "grow whiskers." At some division points the Harvey girls gave dances. And did the railfaring men flock to them! Those ladies taught me all I knew about dancing and plenty of other rails can say the same.

Legend has it that at least 20,000 Harvey girls from good homes in the East and Midwest became the brides of railroad men, ranchers, and cowboys, founding many first families of the West. Says Cliff Funkhouser: "Take off your hats to these hash-slingers! They civilized the West as no other factor did."

You appreciated the clean and sweet Harvey girls even more by contrast with meal-dispensers of a more primitive type. For example, down in Punta, Mexico, at the foot of Zacatacas Mountain, where some of us boomers in train or engine service had to buy grub, a native crone kept a 'dobe hut near the track.

"For hours at a time," recalls Turkey Moore, "she squatted on the dirt floor patting out *tortillas* (a kind of corn bread), while naked brown children would try to snitch food, and the family sow with a brood of piglets was eternally rooting around indoors and out in search of something to eat.

"The meal consisted of *tortillas*, a dish of *frijoles* (beans), and black coffee. There were no tables or chairs. You stood or squatted while you ate. Now and then the old woman would slap a dirty kid or a pig and go right on patting *tortillas* without stopping to wash her hands."

LISTEN to Jack Wynn, who is rusticating in Kentucky. "Back in the boomer era," he recalls, "every big road had its own system of eating places, but Harvey had the classiest bunch of gals you'd ever want to see behind a hash counter. Many would work up and down the Santa Fe, from Fred Harvey's shipping point and back again, especially after they had met a traveling brother. Each girl had two things in mind, a job and a husband.

"I remember wandering through Texas with a fellow who went by the name of Mark Trale. Of course, that was only his 'flag.' Like a lot of us, Mark had lost out in the yardmasters' strike of 1920. The roads had us all blackballed on our references, so we changed our names. Any moniker was good enough for 29 days. That was the limit you could stay on a railroad job while your phoney service letters were being investigated. But when a rush was on and a road was hungry for

men, the brass hats usually waived the requirement for service letters.

"At Amarillo we headed for the Harvey House. On our first visit we couldn't help notice the pretty thing who came up to get our food for us. After a long ride from Kansas City we were hungry, but this gal had us both in dreams. Her name was Marge. Right away I could see it was Mark she had her eyes on. Their glances and remarks might easily develop into a first-class love affair.

"Well, my hunch was right. But as time cut into our 29-day limit I got the feeling that both of us would be fired out of Amarillo and the romance would wither like a morning-glory vine in mid-day sun. Mark must have feared the same thing, for he talked it over with Marge and she agreed that if he had to leave Amarillo she would go with him.

"Inevitably came the day when the Santa Fe tied a can to our tails. But the company had a rule that if it had shipped a man into a town and discharged him it would ship him out again. So we asked for passes to Clovis, New Mexico. At the same time Marge told her boss that she had a sister living in Clovis and could she be transferred there? Sure, she could.

"So the three of us boarded a train to Clovis. On our arrival, Marge went to work for the local Harvey House while Mark and I got rip-track jobs on the Sante Fe. Ten days later the loving couple gave each other wedding rings. Mark said that if his references held he would live there permanently.

"I drifted on. But two years later I returned to Clovis for a visit. Mark and his wife were still there. Marge no longer was a beanery queen and he had risen to night yardmaster. She was pregnant."

And that, my friends, just about wraps it up. I am a married man myself, very much so, with a long-time good wife and a daughter and three grandchildren. But I can't help adding that I met a helluva lot of women of all types along the boomer trail.

Simmons-Boardman's Walter A. Lucas, editor, author, and top-ranking authority on steam locomotives in No. America.

BOOKS of the RAILS

by P. C. GRAVES

100 YEARS OF STEAM LOCOMOTIVES, compiled and edited by Walter A. Lucas, Simmons-Boardman Books, 30 Church St., New York City. 288 pages. $9.95.

This monumental work, the like of which we never have seen before, should interest all devotees of steam locomotives, especially model builders, for it covers every well-known type built in the United States and Canada during the past century.

No man is better qualified to cover the subject. Besides being the author of half a dozen previous railbooks, Mr. Lucas has built engine models and has often contributed articles and photos to *Railroad Magazine*. But most important of all, he is managing editor of the *Locomotive Cyclopedia* and the *Car Builders' Cyclopedia*.

His 200-odd specimens of iron horses were culled from authoritative sources: the *Locomotive Cyclopedia* and the preceding *Locomotive Dictionary*, covering the years 1906-'56; *Forney's Catechism of the Locomotives, Recent Locomotives;* and *Modern Locomotives*. Also the old *Railroad Gazete*, and affiliated past and current magazines of the Simmons-Boardman railroad group, one dating back to 1832.

Anyone wishing to model a steam locomotive of a given period, with all proportions correct, can readily do so by following the detailed plans and illustrations in this book. Such models are far more satisfying than the hybrids often seen with, for example, a boiler of the 1900's mounted on running gear of the 1880's.

Before going to Simmons-Boardman, Mr. Lucas was a New York, Susquehanna & Western section man, and spent seventeen years as a car designer with American Car & Foundry. He has donated much railroad material to the New Jersey Historical Society's Museum in Newark, has served as curator of the Paterson County Historical Society, and is the official borough historian of his home town, Hawthorne, New Jersey.

THE AGE OF STEAM, A CLASSIC ALBUM OF AMERICAN RAILROADING, by Lucius Beebe and Charles Clegg, Rhinehart & Co., 232 Madison Ave., New York City. $15. Signed limited "Mainline Edition" $20.

A handsome volume in a luxury format, which covers the epic of American steam railway transportation. Its more than 500 illustrations include the work of contemporary rail photographers and reproductions of famous old paintings. The book jacket is by Howard Fogg. Either edition is a photographic treasure. No previous railroad book can match its eye-catching grandeur. Details in our next issue.

WHAT YOU SHOULD KNOW ABOUT YOUR ILLINOIS RAILROADS. Illinois Railroad Association, 135 E. Eleventh Place, Chicago, Ill. 20 pages. Free.

A booklet that tells the story of a state's railroads and their part in the lives of its citizens.

LET'S OPERATE A RAILROAD, by L. E. Roxbury, High-Iron Publishers, 1514 Warwick Rd., Warwick, Va., 352 pages, $4.50. Illustrated.

Yard operations, road operations, and train dispatching are embodied in this authentic account—part textbook and part railroadiana—of what makes railroads clock. A handy reference.

BRITISH TRANSPORT 1956, British Transport Commission, 222 Marylebone Road, London, N.W. 1, England, 25 pages, illustrated. One shilling.

A progress report of operations on British Railways and all other methods of transportation controlled by the Commission. Emphasis is laid on modernization, new equipment, and finances. Comparison of their transportation problems with ours is interesting.

From Nome to Nowhere

The World's Loneliest Narrow Gage Near the Arctic Circle

by Douglas Craig Wornom

ASSISTED BY LORRY RAY

There isn't a straight section on the entire Seward Peninsula line, and its equipment rocks and rolls like Elvis Presley.
Lorry Ray

EVEN TODAY, Nome is a pioneer town in the wilderness. Its wooden buildings, plank sidewalks, and unpaved streets lie on the southern margin of Alaska's tundra-shrouded Seward Peninsula, 2,300 nautical miles from Seattle. It's hard by the Bering Sea and not very far from Siberia. Extending northward out of Nome like a long crooked finger is the three-foot-gage Seward Peninsula Railroad.

You must go there in summer. Alaska winters have a vicious bite, but for three months of the year the land flames with brightly colored wildflowers and you can read by the sun until about an hour before midnight.

The little SP is unique. No other railroad on American soil is designated as a public highway. Since 1921 the Peninsula line has had this distinction by order of the Alaska Road Commission, which controls it. Anyone owning a vehicle with flanged wheels that fit the slim-gage steel is allowed to operate at will over the uncertain trackage between Nome and the northern terminus that is patriotically named Bunker Hill.

Weird contraptions use this route —such rolling stock as home-made handcars, rail-borne jeeps, and tiny wooden buses powered by Ford model A engines, and even husky dogs pulling handcars over the rails. On the rare occasions when there is a meet on the main line, the "train" closest to a siding backs up.

This narrow-gage is the farthest north streak of rust on our continent. It is also the farthest west railroad, being about 500 miles west of the Hawaiian Islands. It is isolated. Across the vast, icy, cobalt stretch of white-capped Bering Sea, beyond where the seals and walruses play but where the Soviet air patrols keep watch, there stands the northeastern terminal of the great Trans-Siberian Railway, flying the blood-red flag with a hammer and sickle. The little SP is remote and lonely.

Unlike its mighty neighbor across the water, the Seward Peninsula line doesn't go any place. It just rambles out of Nome through 80 miles of tundra along the right bank of the sullen Kuzitrin River and stops in the middle of nowhere. All you see at the end of track are a few deserted frame buildings, falling into decay, and some long-forsaken gold diggings. A ghost camp about 60 miles south of the Arctic Circle, too desolate even for the lean gray wolves! When I was there I did see

two or three hard-bitten old prospectors hanging around the relics of faded glory, but I understand that since then the ancient sourdoughs have gone.

FIFTY-NINE years ago, just after the Spanish-American War, some wanderer found in the southern part of the peninsula a fabulously rich placer-gold field. Glittering nuggets turned up in large numbers on lonely beaches and bleak tundras.

That discovery started a rush. The year 1900 saw more than 40,000 outsiders swarming all over the place in a frenzied search for wealth. They staked claims, built shacks, and sluiced out the yellow metal from open-pit diggings. Here and there a solitary prospector would reap as much as a thousand dollars a day.

Overnight, Nome mushroomed into a boom town, a city of small white tents. The fortune-seekers desperately needed transportation. Meanwhile, in 1899, Charlie Lane had arrived. Charlie was a shrewd sourdough who had filled many a poke with yellow dust in Colorado, Nevada, and California. Nome was his meat. He organized the Wild Goose Mining & Trading Company, which, in turn, built a four-mile narrow-gage railroad known as the Wild Goose.

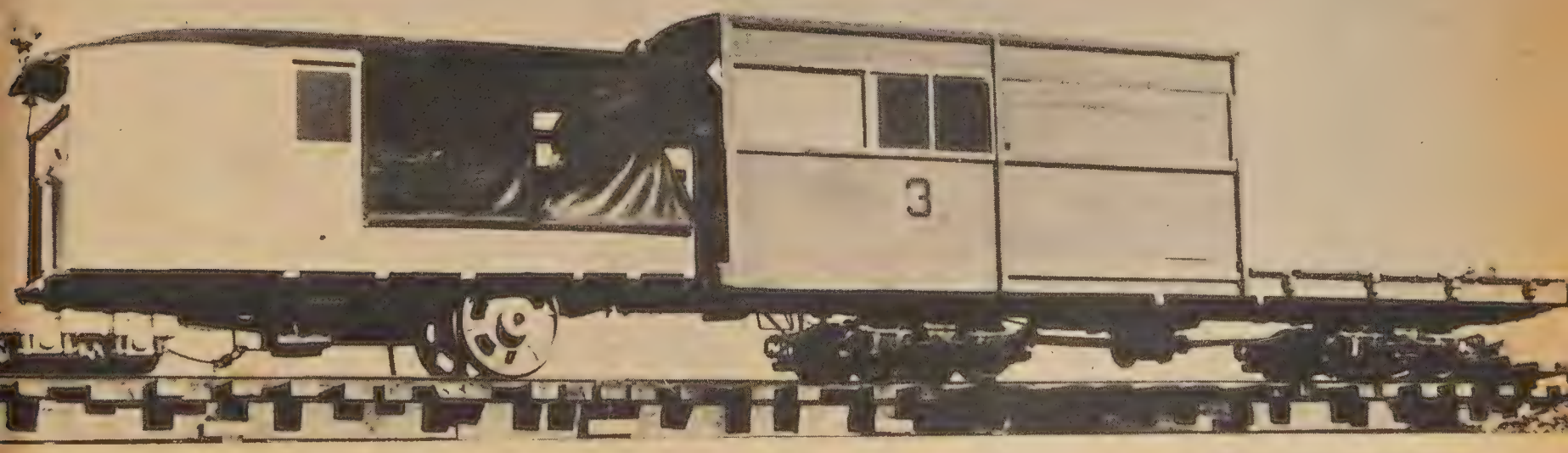
Then, in 1904, two other enterprises each bought a quarter interest in the railroad. Together with Charlie Lane, they reorganized themselves into the Nome-Arctic Corporation and gave the narrow-gage its present name, Seward Peninsula Railroad. After that they really went to work.

Gradually the rails crept northward. By September, 1905, regularly scheduled mixed trains were highballing over thirty miles of steel. But the construction and maintenance didn't come easy.

Sub-Arctic tundra is almost the worst possible type of ground for a right-of-way, as the Canadian Pacific had learned years before in building a trans-continental line. It is so soggy that the Alaskan workers had to lay hundreds of thousands of feet of timber for a roadbed. In some cases they had to repeat the job time and again to keep the track and trains from sinking into the bog.

At first the junior SP was planned to run approximately 140 miles to Taylor Creek, a mining camp which flourished at the point where a stream forked into the Kougarok River. But to reach Taylor Creek would have meant the construction of many deep cuts and fills over a glacial terrain, the cost of which was prohibitive. So they followed the line of least resistance.

Bulldozers were not available in those days. Most of the work had to be done with hand labor assisted by horses and scrapers. By October,



This gasoline-powered 4-2-4-4 is a sample of the weird rolling stock you are likely to find in the bleak Alaska wilderness.
Lorry Ray

Bouncing little railcar on Curly-Q Line reaches a tiny wooden turntable about 30 miles north of Nome. There an old sourdough known as "Whiskey Bill" greets the dozen or less passengers while it is being turned for the trip back to town.

Douglas Craig Wornom

1906—the date of *Railroad Magazine's* birth—the road was completed to Shelton, on the shallow Kuzitrin River, which is about 1000 feet wide at this point. Here a bridge was built. Trains from Nome arriving at Shelton would unload materials and supplies for miners of the upper Kougarok district.

Altogether, the little SP has 128 bridges and trestles. But the climate made things difficult. In the spring breakup of 1907 ice destroyed the Shelton bridge. Freight delivery was held up until early June, when the valley's watershed was cleared of water from melting snow. Thereafter, for years the rails, capping, and timber were removed at freeze-up time and replaced in the spring.

Operating the road was expensive. Glacial formations in the valleys thawed at places where the ground was broken for drainage purposes. Once the surface was disturbed and the ice underneath exposed to sun and air, the ground thawed, shrank, and shifted the roadbed. As a result, in some places hundreds of feet of rails and ties had to be moved and a new roadbed blasted out of the frozen soil.

Snowdrifts, some as deep as fifteen feet, were removed from the higher elevations—by sheer muscular shoveling! The cost of maintaining this cantankerous railroad was out of all proportion to its earnings.

The company had at least six locomotives. One, a 2-6-0 Climax geared type, proved to be too heavy for much of the roadbed and was used mainly on a steep grade just outside of Nome. Trains were operated only about two or three times a week.

THEN came debacle. The Seward Peninsula's gold fields petered out and the railroad entered a decline from which it never emerged. The summer of 1910 saw the final commercial run of a steam engine on the line. That engine, saddle-tanker No. 4, had her fire banked for the last time, but was not scrapped. You can see her there today rusting her heart out beside the old sawmill less than 100 yards from Nome's

Federal Building. She faces the Bering Sea, hundreds of miles from a fellow iron horse.

In 1911 an effort was made to tear up the junior SP's rails, but residents of Nome rallied around their poor railroad and saved it. Two years later Jafet Lindeberg, president of a mining company, bought the entire road, with 70 miles of track and all equipment, for less than $2,000. For several years he operated a small gasoline rail-bus that carried passengers, freight, and mail—and finally lost money on it.

Again the junior SP came near extinction, but in 1921 the Alaska Legislature rescued it. The Territory bought the railroad for $20,000, declared it a public highway, spent money on putting it into shape, and extended the rails to Bunker Hill.

During World War II, in the face of threats from Japan, the United States Army and Air Force used the line. They brought up two locomotives from abandoned narrow-gage pikes in Colorado to haul supplies and personnel around the Nome military installations. After the war the old girls were junked.

In 1946 the Road Commission got into the act again. They did some additional repair on the junior SP to make it fit for light gas-powered rolling stock. And then, more recently, a local man named Chuck Reader decided that the line had tourist possibilities. Vacationists clad in sporting togs and toting cameras were coming to Nome by airliner. Chuck began running gas-cars over 20 miles or so of the once-important gold-rush railroad—in summertime only. Tommy Martin is now operating it.

When I was there, the train was running as far north as Iron Creek, a ghost town, through a countryside gay with wildflowers but bleak with crumbling relics of golden days. At Iron Creek an old sourdough known as "Whiskey Bill" greeted the dudes and their girl friends and posed for pictures while the little car was being reversed on a primitive wooden turntable for the return trip.

There isn't a straight section on the entire route. The way those small gas-cars rock and roll would delight Elvis Presley fans. Tommy bills his setup as the Curly-Q Line. His income is not impressive. But the Commission maintains his right-of-way, and at last reports he was still wheeling them over the rusty rails from Nome to nowhere. ●

The little SP has 128 bridges and trestles in its 80 miles. It is the only railroad officially designated as a public highway.

Lorry Ray

INFORMATION BOOTH

Illinois Central local (engine 2746) waits on a siding north of Carbondale, Ill., for northbound *Panama Limited* to pass.
Philip A. Weibler, 604 E. Armory, Champaign, Ill.

1 (*a*) *Are most of America's railroads built on land given to them by the Government?* (*b*) *What did the roads do in return for these land grants?*

(a) No. From 1850-'71 the Government granted land to aid in the construction of pioneer railroads through undeveloped regions. These pikes represented no more than eight percent of the total U. S. railway mileage. (b) The land-grant roads carried mail at four-fifths of the established rate; Government property and military personnel for one half. Until land-grant rate reductions were abolished, payments by the railroads for land grants totaled about $1,250,000,000 in the form of reduced rates, or more than ten times the value of the lands at the time they were transferred.

2 *Give comparative figures of diesel and steam power used on U. S. Class I railroads in the past ten years.*

Early this year diesel units totaled 26,215; steam locomotives, 3,654. In 1947 the reverse was true—35,108 steamers were in operation, and 5,772 diesel-electric units.

3 *Who was the founder of the Railway Express Agency?*

William Harnden, who started the company with a carpetbag 118 years ago.

4 *What progress has the French National Railroads made since setting the world's rail-speed record and operated a train without a crew aboard?*

Plenty. For example, their technicians have come out with a new type passenger coach, the "Pendulum" railcar, now in the experimental stage. It seats 32 and has an overall length of 75 feet.

The design is extremely advanced, with a seating section that hangs hammock fashion between two suspension

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

points at either end of the car, allowing it to swing from side to side in a manner that counteracts the effect of lateral pulls of centrifugal force. This arrangement permits higher speeds on curves without the exaggerated banking of roadbeds which puts excessive strain on the outside rail. It is a revolutionary step, since railroads are limited in the amount of banking they can allow on curves. (Freight and passenger trains take sharp curves at different speeds.)

Continuous testing of this model may point the way to new solutions in passenger-coach comfort, not only for the French but for all European rail-equipment builders.

Some years ago American rail technicians experimented with a tilting passenger coach. The swing was achieved by increased flexibility of the springs rather than the suspension principle used in the French car.

5 *I have an Adams & Westlake lantern with two inscriptions. The glass is labeled "Pennsylvania Lines," and "CSB&NI Ry." is engraved in the metal. What do the initials mean?*

Chicago, South Bend & Northern Indiana, now part of the Pennsy system.

6 *What is the average annual wage of American railroad employes?*

Latest available figure is $5,107, the highest in history.

7 *Why don't the railroads sell or give away discarded ties which they often burn on the right-of-way?*

Because it is more economical to pile and burn them in one operation. It also eliminates the hazard of injuries to anyone who might enter railroad property to haul them away. Also, in today's market the sale value is so low that there would be few takers.

8 (*a*) *What is the horsepower of America's most powerful diesel-electric locomotive?* (*b*) *The diameter of the largest wheels of a standard diesel-electric freight hauler?*

(a) 3000 hp. (b) 42 inches.

9 *Do inland waterways offer much competition to American railroads?*

Yes. Last year this type of transportation recorded about 25 billion ton-miles of freight. Heavy volume and cheap rates are factors which induce plants to locate new facilities on river banks from Minneapolis to New Orleans.

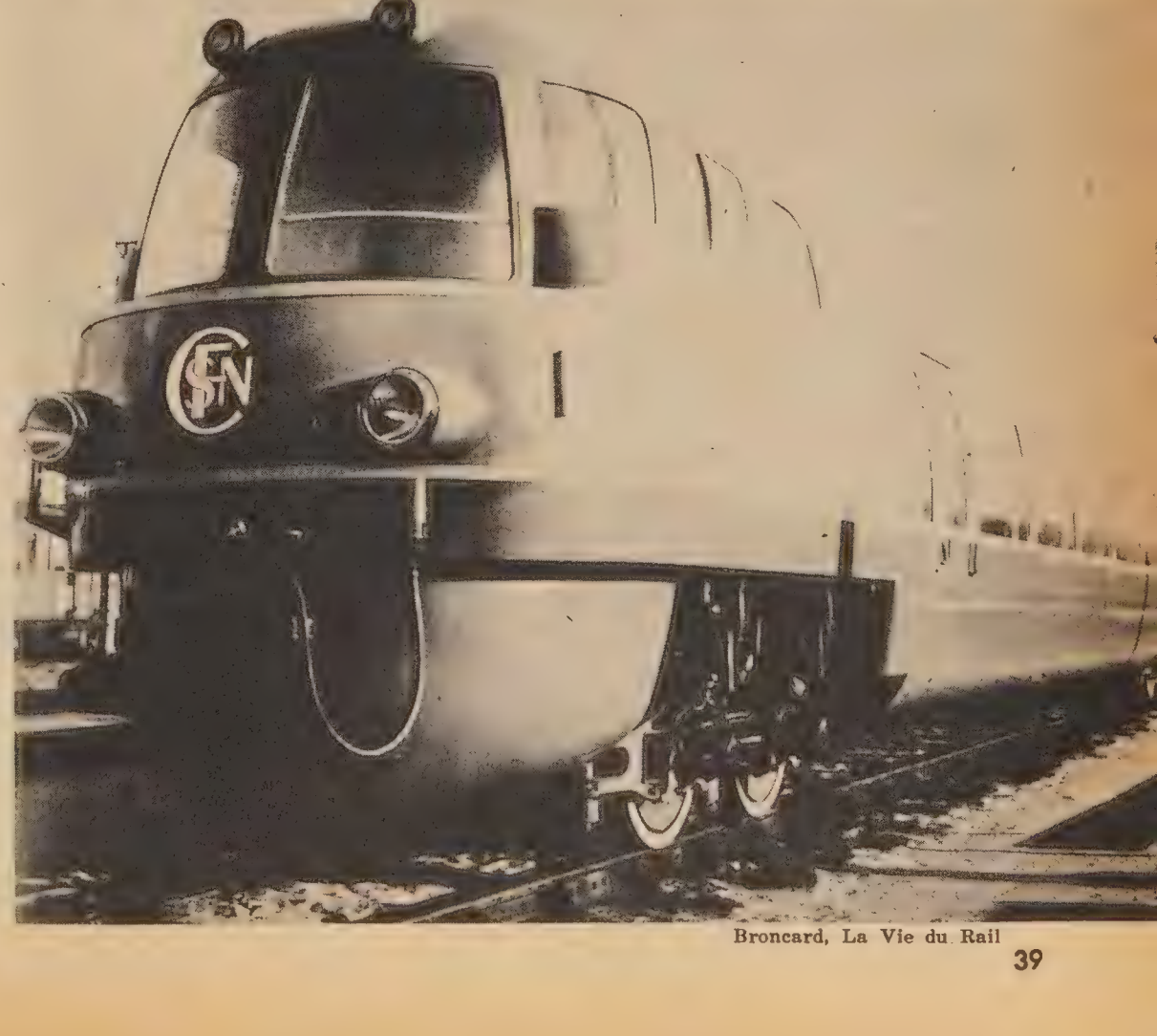
10 *What is the average weight of rail in Class I track?*

104.1 pounds per yard.

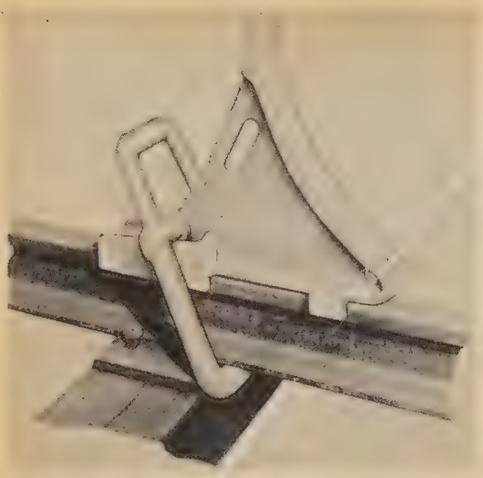
11 *I read somewhere about an historical relationship between watchmakers and locomotive builders. What is the connection?*

James Watt, the Englishman who

The *Pendulum*, new type passenger car designed to take curves out of train rides on French National Railroads. Seating section hangs like a hammock between two high-suspension points at each end. Travelers scarcely notice high-speed curves.



Broncard, La Vie du Rail



Western Railroad Supply Co.

Porta-Stop is held to rail by clamping link composed of two interlocking yokes.

In the old days, the space between the baggage car and locomotive was known as the "blind" because usually there was no connecting door. It was a favorite with hoboes who could ride there in comparative safety.

16 *Is there such a device as a portable car stop?*

Yes, there is one called the Porta-Stop that weighs 40 pounds and is held to the rail by a split clamping link composed of two interlocking yokes. A pair can be installed on a track in a minute by one man. Time is saved because no tools are required.

17 *Do you know of any road that uses two extremes of motive power, diesel-electrics and woodburning steam engines?*

Yes, the 564-mile United Railway of Yucatan, in Mexico, operates five diesel units and 42 woodburners.

18 *What is the average aisle width of a standard passenger coach?*

Less than three feet.

19 *Which is the shortest railroad tunnel in the United States?*

The Bee Rock Tunnel (30 feet long)

sparked the age of steam, was a watchmaker. So was George Stephenson who built the first practical steam locomotive, which in 1825 began operating Great Britain's Stockton & Darlington, the world's first public steam railway.

In America, the names of two Pennsylvania watchmakers are linked to steam power: Phineas Davis, who developed the first grasshopper-type engine, the *Atlantic*, and Matthias W. Baldwin, who became the best known of all locomotive builders in the world.

12 *How many roomettes are there on a standard all-roomette car?*

Twenty-two.

13 *Is it true that Abraham Lincoln's son, "Tadd," (Robert Todd) was a railroad official?*

Not quite. He was president of the Pullman Company from Oct. 19, 1899, to May 18, 1911, and chairman of the board from the latter date until his death, Jan. 14, 1922. But Abraham Lincoln, a onetime lawyer for the Rock Island, was one of four U. S. Presidents with a railroad employment record. The other three were James Buchanan, Grover Cleveland, and Harry Truman.

14 *Which union station is used by the greatest number of railroads in the United States?*

St. Louis Union Station, a terminal for 16 railroads, in addition to switching services performed by the Terminal Railroad Association of St. Louis, which is a railroad in itself.

15 *What is the origin of the expression, "riding the blind?"*

Wabash eastbound freight stopped at Valley City Illinois to get orders from Agent-Operator, M. B. Stead, whose son Wesley happened to be on hand to take this shot.

on the Louisville & Nashville Railroad at Appalachia, Virginia.

20 *(a) Does the Pennsy still use T-1 4-4-4-4's for freight and passenger service? (b) Are diesels replacing GG-1's on the line? (c) Why isn't steam used in the Pittsburgh area?*

(a) No. They went into service in 1942 before diesel power had reached its present general acceptance, and became obsolete in a relatively short time. (b) No. This is standard motive power on 3,000 miles of electrified track, including main lines between New York and Harrisburg, and New York and Washington. (c) Because the Pennsy is an almost completely diesel and electric railroad.

21 *Can you furnish a world-wide roster of railroad museums?*

No, because such a list is not available. However, we do have data on American railroad memorabilia, made up of widely scattered items, either on exhibition or in mothballs. Many of them are presented as a collection and housed under one roof, while others are shown individually. The following list is the latest available:

California: Travel Town, Griffith Park, Los Angeles. Stanford University, Palo Alto. Locomotive *Governor Stanford* on display. Southern Pacific Co., Sacramento. Locomotive *C. P. Huntington* on display at station. *Grizzly Flats* on Ward Kimball's estate, San Gabriel. Western Pacific RR., Oakland-Stockton. Historic locomotives, stored.

Colorado: Alamosa (outskirts of city) contains a collection of old narrow-gauge equipment and records. Operated in connection with Narrow Gauge Motel, by Carl A. Heflin and Robert S. Richardson. Denver & Rio Grande Western RR., Rio Grand Bldg., Denver. Museum of Western Transportation, Pueblo.

Connecticut National Trolley Museum, Branford Electric Ry. Ass'n. Trolley Museum, National Ry. Historical Society, Warehouse Point.

District of Columbia: Smithsonian Institution, 10th & Independence Ave., S.W.

Florida: Florida State Museum, University of Florida, Gainesville.

Georgia: Cyclorama, Grant Park, Atlanta. Civil War locomotive, *Texas*.

Illinois: Museum of Science & Industry, Jackson Park, Chicago. Chicago Historical Society, North Ave. at Clark St. Chicago & North Western Railway, historic locomotive *Pioneer*, stored.

Indiana: Tee Pee Museum, Toledo, Peoria & Western RR., Effner.

Louisiana: Shiloh, located two miles south of Amite City on U. S. Route 51. Not a public museum, but a 24-hour release to tour property may be obtained. About 20 engines on display. Owned by Paulson Spence, president of the Gulf Sand & Gravel Co.

Maine: Trolley Town, USA, Kennebunkport. An outdoor operating museum. University of Maine, Orono. Locomotive *Lion* on display.

Maryland: Baltimore & Ohio RR. Transportation Museum, Mt. Clare Roundhouse, Baltimore. Contains the country's largest collection of historic locomotives.

Massachusetts: Baker Library Museum, Harvard Business School, Railway & Locomotive Society, Boston. Edaville Railroad, South Carver.

Michigan: Henry Ford Museum, Dearborn.

Minnesota: Minnesota Museum of Mining, Chisholm. Duluth, Missabe & Iron Range Railway, Duluth. Soo Line Museum, Minneapolis. Great Northern Railway Museum, 175 East Fourth St., St. Paul. Great Northern Railway, St. Paul Union Depot. Locomotive *William Crooks* on display in lobby. Omaha Railway Historical Museum, Chicago, St. Paul, Minneapolis & Omaha Ry., 275 Fourth St., St. Paul.

Missouri: Museum of Transport, Inc., Barrets Station Road, near St. Louis. Missouri Pacific Museum, Missouri Pacific Bldg., St. Louis.

Nebraska: Union Pacific RR. Museum, Omaha.

New Jersey: New Jersey Historical Society Railroad Museum, 230 Broadway, Newark.

New York: Buffalo Museum of Science, Buffalo. Museum of the City of New York, Fifth Ave. & 104th St., N. Y. C. Railway Express Agency Museum, 230 Park Ave., N. Y. C. Museum of Science & Industry, Rockefeller Center, N. Y. C. Rochester Museum of Arts & Sciences, Rochester. Syracuse Railroad Museum, 1303 Midland Ave. Rail City Museum, Sandy Pond, Oswego County. Located on the estate of Dr. Stanley A. Groman. Trolley Museum of N. Y. in New York City.

North Carolina: Seaboard Air Line Railway, Hamlet. Historic locomotive on display. North Carolina Historical Commission, Raleigh. State Department of Archives and History, Hall of History Railroad, Raleigh. Collection of models telling story of railroading in the state.

Ohio: Erie Railroad Museum, Midland Bldg., Cleveland. Ohio Railway Museum, Worthington. Maintained by railfans in Columbus area.

Oklahoma: Chamber of Commerce Railroad Museum, Okahoma City.

Pennsylvania: The Franklin Institute, 20th St. & Benjamin Franklin Parkway, Philadelphia. Philadelphia Commercial Museum, 34 Bell Spruce. Pennsylvania Railroad engine house, Northumberland. Pennsy's historical collection—stored. Carnegie Museum, Forbes St., Pittsburgh. Alexander's Train Museum, Washington Crossing. Owned by Edwin P. Alexander, scale-model builder.

Tennessee: Nashville, Chattanooga & St. Louis Ry., Chattanooga. Civil War locomotive, *The General*, on display at station. Casey Jones Railroad Museum, Jackson.

Texas: Texas & Pacific Ry., Texas & Pacific Bldg., Dallas. Texas & Pacific Ry., Fort Worth. Southern Pacific Museum, Houston. Historical collection—stored. Palace on Wheels of Jay Gould, Jefferson.

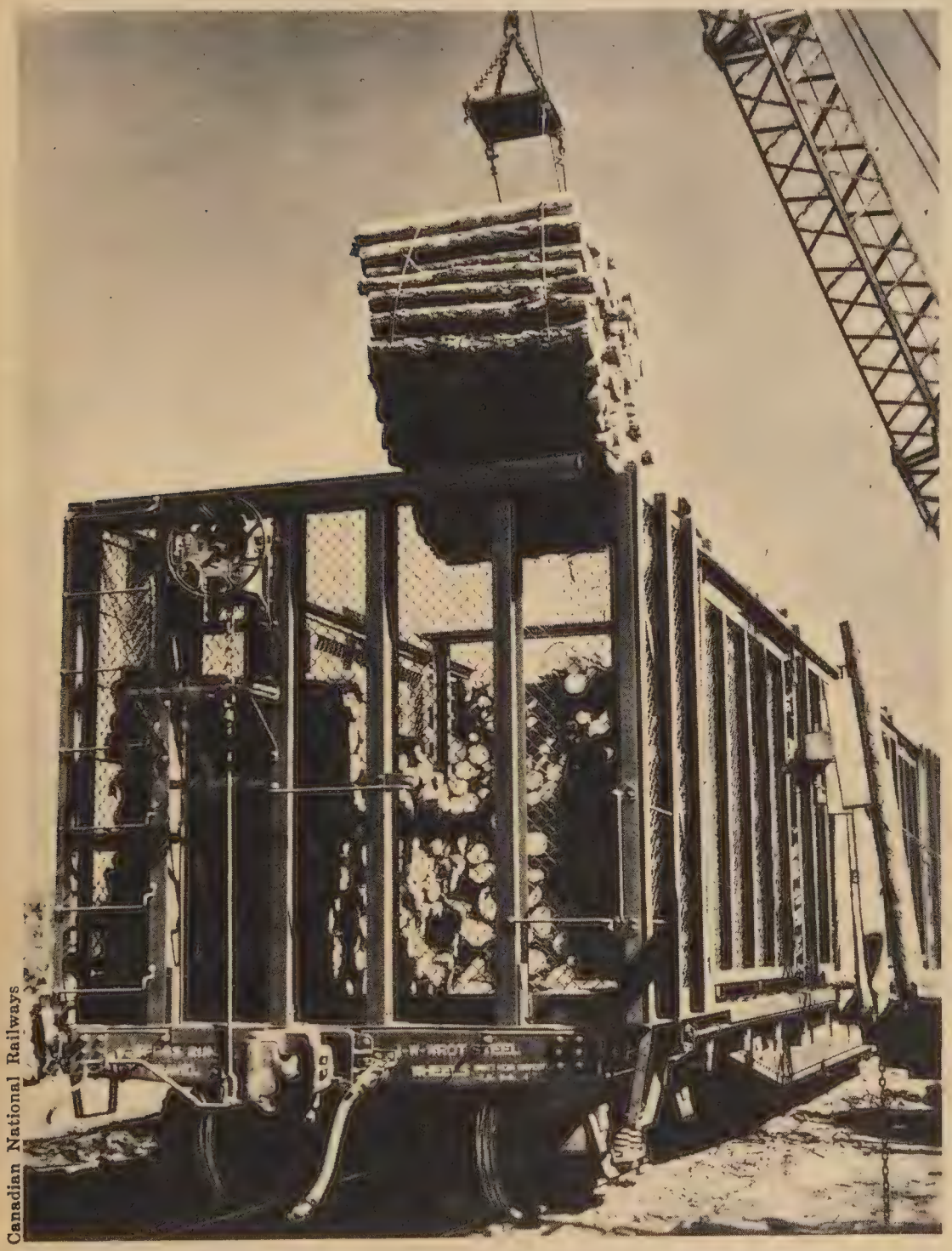
Vermont: Shelburne Museum, Shelburne.

Virginia: Seaboard Air Line Railroad, Norfolk.

Washington: Northern Pacific Ry., Spokane. 1883 locomotive—stored.

Wisconsin: Wisconsin State Historical Society, 816 State St., Madison. Rail Town, U. S. A., Milwaukee. Museum on U. S. Route 41.

A list of British museums is published in the "Universal Directory of Railway Officials and Railway Year Book," Directory Publishing Co., Ltd., 33 Tothill St., Westminster, S.W. 1, England. We do not know if other countries have similar lists.



Canadian National Railways

New car designed and tested by Canadian National Railways for transporting pulpwood in high-speed freight trains. Essentially it is a flatcar with wire mesh crib built on top. Moveable side gates slide lengthwise or swing out from hinges for "rollout" method of unloading. Can be loaded by fork lift trucks or crane.

361
Rio Grand

Narrow-gage Rio Grande No. 361, built originally for Crystal River Railroad, crosses the Gunnison near Cimmaron, Colo., with Rocky Mountain Railroad Club excursion in 1947.

R. H. Kindig, 3831 Perry St., Denver, Colo.

Richard L. Coon, 2 Rand St., Rochester, N. Y.

Switch stand after season's first snowfall.

Delaware, Lackawanna & Western RR.

Railroaders wear their stars and bars as proudly as service men display hash-marks. Insignia on sleeve of Lackawanna conductor shows 50 years of service, 20 for each star, and 5 for each bar.

22 *Please publish a list of steam locomotive builders from the early days to the present time.*

The following list includes builders of rod, *not geared*, locomotives. The dates shown are approximate, and continue to the close of World War II (indicated by *), at which time the Baldwin - Lima - Hamilton Corporation was formed. From that point on, steam locomotives ceased to be built.

American Locomotive Co.	New York, N. Y.	1901- *
Main plant at Schenectady, N. Y.		
A consolidation in 1901 of		
Brooks Locomotive Works		
Cooke Locomotive & Machine Co.		
Dickson Manufacturing Co.		
Manchester Locomotive Works		
Pittsburgh Locomotive & Car Works		
Rhode Island Locomotive Works		
Richmond Locomotive Works		
Rogers Locomotive Works (acquired in 1905)		
Amoskeag Manufacturing Co.	Manchester, N. H.	1849-1855*
J. R. Anderson & Co.	Richmond, Va.	1852-1854
Anderson & Delany	Richmond, Va.	1855-1858
Anderson & Souther	Richmond, Va.	1853-1854
Tredegar Works	Richmond, Va.	1850-1858
Appomattox Loco. Works	Petersburg, Va.	1856-?
Aurora Loco. Works	Aurora, Ind.	1856-?
C. A. Olmstead & Co.	Aurora, Ind.	1856-?
Baldwin Locomotive Works	Philadelphia, Pa.	1831- *
Built locomotives under the following partnerships		
Matthias W. Baldwin		1831-1839
Baldwin, Vail & Hufty		1839-1841
Baldwin & Vail		1841
Baldwin & Whitney		1842-1846
M. W. Baldwin		1846-1854
M. W. Baldwin & Co.		1854-1867
M. Baird & Co.		1867-1873
Burnham, Parry, Williams & Co.		1873-1891
Burnham, Williams & Co.		1891-1909
Baldwin Loco. Works		1909-1911
The Baldwin Loc. Works		1911-date
Ballardvale Mfg. Co.	North Andover, Mass.	1848-1849
Baltimore Loco. Works	Baltimore, Md.	1863-1867
Bemis & Co.	Springfield, Mass.	1857-?
Blanchard & Kimball	Springfield, Mass.	1854-?
H. & F. Blandy	Zanesville, Ohio	1852-1858
Seth Boyden	Newark, N. J.	1837-?
H. J. Booth & Co.	San Francisco, Cal.	1861-1868
James Brooks	Philadelphia, Pa.	1840-?
Brooks Loco. Works	Dunkirk, N. Y.	1869-1901*
Buffalo Steam Engine Works	Buffalo, N. Y.	1855-?
Burr & Ettinger	Richmond, Va.	1852-?
Burr, Pea & Sampson	Richmond, Va.	1846-?
David I. Burr & Co.	Richmond, Va.	1837-1841
Campbell, Whittier & Co.	Cambridgeport, Mass.	1866-?
Chicago Loco. Works	Chicago, Ill.	1853-1856
H. H. Scoville & Sons		
Cincinnati Loco. Wks.	Cincinnati, Ohio	1854-1857
Clark, Cooper & Co.	Mt. Vernon, Ohio	1854-?
Cooke Loco. & Machine Co.	Paterson, N. J.	1852-1901*
Danforth Loco. & Machine Co.	Paterson, N. J.	1865-1882
Danforth, Cooke & Co.	Paterson, N. J.	1852-1865
Jabez Coney	South Boston, Mass.	1848-?
Corliss, Nightingale & Co.	Providence, R. I.	1851-?
Stacey Costell	Philadelphia, Pa.	1831-?
Covington Loco. Works	Covington, Ky.	1854-?
A. L. Greer & Co.		
Cuyahoga Steam Furnace Co.	Cleveland, Ohio	1850-1856
Davis & Gartner	Baltimore, Md.	1832-?
Phineas Davis	York, Pa.	1831
Davenport Loco. Works	Davenport, Iowa	1897- *
Dawson & Bailey	Connellsville, Pa.	1879-1882
Denmeade & Son	Baltimore, Md.	1853-1859
Dennis, Wood & Thomas	Auburn, N. Y.	1840-1842
Detroit Loco. Works	Detroit, Mich.	1854-1857
De Graff & Kendrick		
Dickson Manufacturing Co.	Scranton, Pa.	1856-1901*
D. H. Dotterer & Co.	Reading, Pa.	1839-1842
H. R. Dunham & Co.	New York, N. Y.	1836-1838
Browning, Dunham & Co.	New York, N. Y.	1837-?
Eason & Dotterer	Charleston, S. C.	1833-1838
Thomas Dotterer	Charleston, S. C.	1837-?
Essex Co.	Lawrence, Mass.	1850-1852
Eastwick & Harrison	Philadelphia, Pa.	1839-1842
Garrett & Eastwick	Philadelphia, Pa.	1836-1838
Galion Loco. Works	Galion, Ohio	1856-?
Grant Loco. Works	Paterson, N. J.	1848-1883
also	Chicago, Ill.	
New Jersey Loco. Works	Paterson, N. J.	1851-1863
Swinburne, Smith & Co.	Paterson, N. J.	1848-1851
Smith & Jackson	Paterson, N. J.	?
Harkness, Moore & Co.	Cincinnati, Ohio	1852-1853
Harkness & Sons	Cincinnati, Ohio	1851-1854
Harkness & Co.	Cincinnati, Ohio	1847-1849
A. Harkness & Son	Cincinnati, Ohio	1848-1852
A. Harkness	Cincinnati, Ohio	1846-1848
Hayward & Bartlett	Baltimore, Md.	1863-1867
Hinkley Loco. Works	Boston, Mass.	1841-1889
Hinkley & Williams	Boston, Mass.	1864-1870
Hinkley, Child, Ayer & Williams	Boston, Mass.	1861-1864
Boston Loco. Works	Boston, Mass.	1848-1861
Hinkley & Drury	Boston, Mass.	1841-1848
W. T. James	New York, N. Y.	1840-?
Jersey City Loco. Works	Jersey City, N. J.	1854-1866
Breeze & Kneeland	Jersey City, N. J.	1854-1857
Kentucky Loco. Works	Louisville, Ky	1856-
Olmstead, Tenneys & Peck		
Lewis Kirk	Cambridgeport, Mass.	1850-1852
Lewis Kirk	Reading, Pa.	prior to 1858
Lancaster Loco. Works	Lancaster, Pa.	1853-1861
A. Latham & Co.	White River Jct., Vt.	1854-1856
Lawrence Machine Shops	Lawrence, Mass.	1852-1857
Lima Loco. Works	Lima, Ohio	1879- *
Louisville Loco. Works	Louisville, Ky.	1871-?
Lowell Machine Shops	Lowell, Mass.	1845-1854
Locks & Canals Co.	Lowell, Mass.	1835-1845
McClurg, Wade & Co.	Pittsburgh, Pa.	1834-1837
McKay & Aldus	East Boston, Mass.	1864-1868
McKay Iron & Loco. Co.	Jersey City, N. J.	1869
McLeish & Smith	Charleston, S. C.	1837-?
J. McLeish	Charleston, S. C.	1851-?
Walter McQueen	Albany, N. Y.	1840-?

Manchester Loco. Works	Manchester, N. H.	1855-1901*
Mason Machine Works	Taunton, Mass.	1853-1890*
William Mason	Taunton, Mass.	1853-1883*
Matfield Mfg. Co.	East Bridgewater, Mass.	1854-1857
Matteawan Machine Co.	Fishkill Landing, N. Y.	1849-?
Menominee Loco. Works	Milwaukee, Wis.	1852-1857
Mill Dam Foundry	Boston, Mass.	1834-1835
E. L. Miller	Charleston, S. C.	1833-1834
Moore & Richardson	Cincinnati, Ohio	1853-1861
Mount Savage Loco. Works	Mt. Savage, Md.	1875-1885
Murray & Hazelhurst	Baltimore, Md.	1854-1857
Nashville Mfg. Co.	Nashville, Tenn.	1852-1853
National Loco. Works	Connellsville, Pa.	1890-1895
New Castle Mfg. Co.	New Castle, Del.	1832-1858
E. A. G. Young	New Castle, Del.	1832-1839
New York Loco. Works	Rome, N. Y.	1883-1891
Niles & Co.	Cincinnati, Ohio	1852-1859
Richard Norris & Son	Philadelphia, Pa.	1832-1865
Norris Bros.	Philadelphia, Pa.	1846-1852
William Norris	Philadelphia, Pa.	1834-1846
Long & Norris	Philadelphia, Pa.	1832-1834
Norris	Schenectady, N. Y.	1846-1851
E. S. Norris	Lancaster, Pa.	1864-1867
Palm & Robertson	St. Louis, Mo.	1853-1858
Pittsburgh Loco. & Car Works	Pittsburgh, Pa.	1867-1901*
H. K. Porter Co.	Pittsburgh, Pa.	1866-date
Porter, Bell & Co.	Pittsburgh, Pa.	?
David Bell Co.	Pittsburgh, Pa.	1866-1871
Portland Loco. Works	Portland, Maine	1848-1907*
Poughkeepsie Locomotive Works	Poughkeepsie, N. Y.	1838-?
Rhode Island Loco. Works	Providence, R. I.	1866-1901*
International Power Co.		
Richmond Loco. Works	Richmond, Va.	1886-1901*
Roanoke Machine Works	Roanoke, Va.	1884-1893
Now the shops of the Norfolk & Western Ry.		
Rogers Loco. Works	Paterson, N. J.	1837-1905*
Rogers Loco. & Machine Co.	Paterson, N. J.	1856-1893
Rogers, Ketchum & Grosvenor	Paterson, N. J.	1837-1856
Schenectady Loco. Works	Schenectady, N. Y.	1851-1901*
Coleman Sellers & Son	Philadelphia, Pa.	1836-1841
Smith & Perkins	Alexandria, Va.	1851-1857
Virginia Loco. & Car Works		
R. C. & T. Smith	Alexandria, Va.	1851-?
T. W. Smith	Alexandria, Va.	1837-?
John Souther	South Boston, Mass.	1848-1864
Globe Loco. Works		
Springfield Car & Engine Co.	Springfield, Mass.	1848-1851
William Swinburne	Paterson, N. J.	1848-1857
Swinburne, Smith & Co.	Paterson, N. J.	1848-1851
Talbott & Bros.	Richmond, Va.	1849-1852
Taunton Loco. Works	Taunton, Mass.	1847-1890*
E. Thrasher & Co.	Dayton, Ohio	1855-?
Trenton Loco. Works	Trenton, N. J.	1853-1857
Vulcan Iron Works	Wilkes-Barre, Pa.	1848-date
Vulcan Iron Works	San Francisco, Cal.	1862-?
Uriah Wells	Petersburg Va.	1851-1857
West Point Foundry	New York N. Y.	1830-1835
Seth Wilmarth	South Boston Mass.	1848-1855
Ross Winans	Baltimore Md.	1837-1860
Gillingham & Winans	Baltimore, Md.	1837-1843

23 *Is it true that for $1.25 you can buy a railroad ticket that will take you from the Atlantic to the Pacific Ocean?*

Yes, from the Panama Railroad which runs alongside the Panama Canal.

24 *I would appreciate a brief history of the Richmond, Fredericksburg & Potomac.*

The RF&P was incorporated by Act of the General Assembly of Virginia, Feb. 25, 1834. Actual operation began two years later, and the speed of ten miles an hour attained by the first train was regarded as amazing. Some of the early engines were woodburners imported from England.

In the first days of operation the rails extended from Richmond to North Anna River, about 27 miles. Passengers were transported by stage coach from its northern railhead through Fredericksburg to a Potomac River landing, where a steamer took them upriver to Washington. Because of its location the RF&P played an important part in transportation of troops and supplies in the War Between the States.

The present 118-mile north-south line is one of the very few American roads which has been in operation for more than a century under its original name and without reorganization. Its

Pennsylvania Railroad

Over 1,400 people arrived by excursion train to watch the dedication ceremonies at Altoona, which took place on the Pennsy's famous Horseshoe Curve. Railroad presented city with engine No. 1361, one of their famous K-4's, built in Altoona shops. She will stand as a monument to the town known as the cradle of Pennsy steam engines, and a lasting memorial to a century-old relationship between the railroad and community. No. 1361 was in service since 1918, hauling PRR's passenger fleet for over 35 years, until retirement for the diesel. She rolled up 2,469,000 miles, a little less than 100 trips around the world.

No. 1885, former Louisville & Nashville locomotive used by 10-mile Carrollton RR.
Gordon S. Crowell, 24 Morris Crescent, Yonkers, N. Y.

key location makes it the connecting link between the North and the South along the Atlantic seaboard. It interchanges passenger traffic with the B&O, the C&O, the Pennsylvania, and the Southern at Washington, freight traffic at Potomac Yard, Va., and with the Atlantic Coast Line, the C&O, the Seaboard Air Line, and the Southern at Richmond.

Today's operation is fully dieselized. Freight and passenger service are handled with streamlined equipment on a double-track route between Richmond and Washington.

25 *How many passenger-train cars are operated on U. S. railroads?*

About 37,000.

26 *Why don't the various state legislatures take action to prevent railroad abandonments?*

Some of them do. A recent enactment in New Jersey states that "the public interest of the state requires that there be no further abandonment or curtailment of passenger rail service in New Jersey pending the final report of the New York-New Jersey Metropolitan Rapid Transit Commission."

27 *Is there any steam power left in service on the Louisville & Nashville?*

No, except for one engine, No. 1885. now in use on a "lend-lease" basis by a freight subsidiary, the 10-mile Carrollton Railroad, running between Carrollton and Worthville, Ky. Nine L&N steamers are being kept in white lead. The others have been scrapped. *Railroad Magazine* published L&N rosters in January 1936 and June 1949.

28 *Do the wheels of a standard passenger car turn on the axle or with the axle?*

With the axle.

29 *When did the Central Vermont discontinue steam power?*

The last *scheduled* steam run was Mar. 29, 1957 when train No. 21, The *Montrealer*, crack Washington-Montreal express, was hauled from White River Jct. to St. Albans, Vt., by engine 6208 (a 4-8-4). The train was then turned over to a pair of new EMD GP-9 road switchers, Nos. 4926 and 4927, for the rest of the trip. Later that day 6208 was hauled (dead) to Montreal.

On May 17th two additional sections of train 20 were operated south to White River Jct. by two 4-8-4's and returned to Montreal on May 20th.

Engine No. 602 made her last run northward on freight April 4, and No. 707 on the same train, March 23, thus ending the CV's so-called "big power." These two locomotives were the last of the 4-8-2 and 2-10-4 types on the CV.

30 *What is the estimated number of station-to-station high-speed passenger runs in the United States?*

More than 3,100. Some attain speeds of 84 mph, start to stop. Many get up to 90, or even 100, along the way.

31 *New York's subway system is often called "the world's safest railroad." Did it ever have a wreck with a high casualty list?*

Yes, but not under its present municipal operation. On Nov. 1, 1918, a strike was called on the Brooklyn Rapid Transit Lines, which connected Manhattan with Brooklyn. During the evening rush hour a "scab" motorman failed to light the markers on his five-car *Brighton Express* and a green towerman pulled the wrong switch. As a result, the train jumped the track at Malbone Street, Brooklyn, crashing into a cement wall. The casualty list showed 97 dead and 225 injured. It was America's second worst rail disaster. Ever since then Malbone Street has been known as Empire Boulevard.

32 *What happened to New York, Ontario & Western locomotives when the line was abandoned?*

They were leased to other roads; at least 21 of them to the New York Central.

33 *Do you know of any electric railway that changed over to steam power?*

Yes, the Furka-Oberalp line in the Swiss Alps. Because of violent winter storms the road's electric installations had to be removed each autumn and reset the following spring. This costly operation forced the management to discontinue electric power and revert to steam.

Maybe some reader knows of other juice lines that made a similar change.

34 *Where will I find descriptive information, plus photographs or drawings of steam and diesel locomotives built within the last twenty years?*

In the *Locomotive Cyclopedia,* published by Simmons-Boardman Corp., 30 Church Street, New York City.

35 *What was the former name of the line that is now the Baltimore & Ohio Terminal Railroad that runs into Chicago on the South Side?*

The immediate predecessor was the Chicago Terminal Transfer Railroad Co., which the B&O bought June 6, 1910. The CTT was organized in June, 1897, through a consolidation of the Chicago & Calumet Terminal with the Chicago & Northern Pacific.

Running Extra

MUCH as we like to oblige, we do not give specifications on any particular locomotive. We urge readers to limit questions to subjects of wide general interest.

S. A. SHULER, 25 Romeyn Ave., Amsterdam, N. Y., is interested in private car No. 30, better known as "Cleveland's Honeymoon Car," which he saw in a scrap yard of the old New York, Ontario & Western at Middletown, N. Y.

According to a recent newspaper report, it is in almost the same condition as when President Grover Cleveland married Frances Folsom at the White House in 1886 and they departed on a honeymoon in this handsomely appointed coach. Can any reader furnish pictures of the interior, and information as to when and where the car was built?

L. S. DAVIS, 7 Casa Way, San Francisco, Calif., wants to know how long the Paris & Mt. Pleasant RR. (in the state of Texas) was in operation.

WHO can supply pictures of, and complete details about, Pennsylvania RR. disc signals to William Oles, 833 W. College Ave., State College, Pa.

A HISTORY of the Lackawanna branch, that runs from Oswego to Ithaca, N. Y., is requested by Jesse Mix, 148 Center St., Waverly, N. Y.

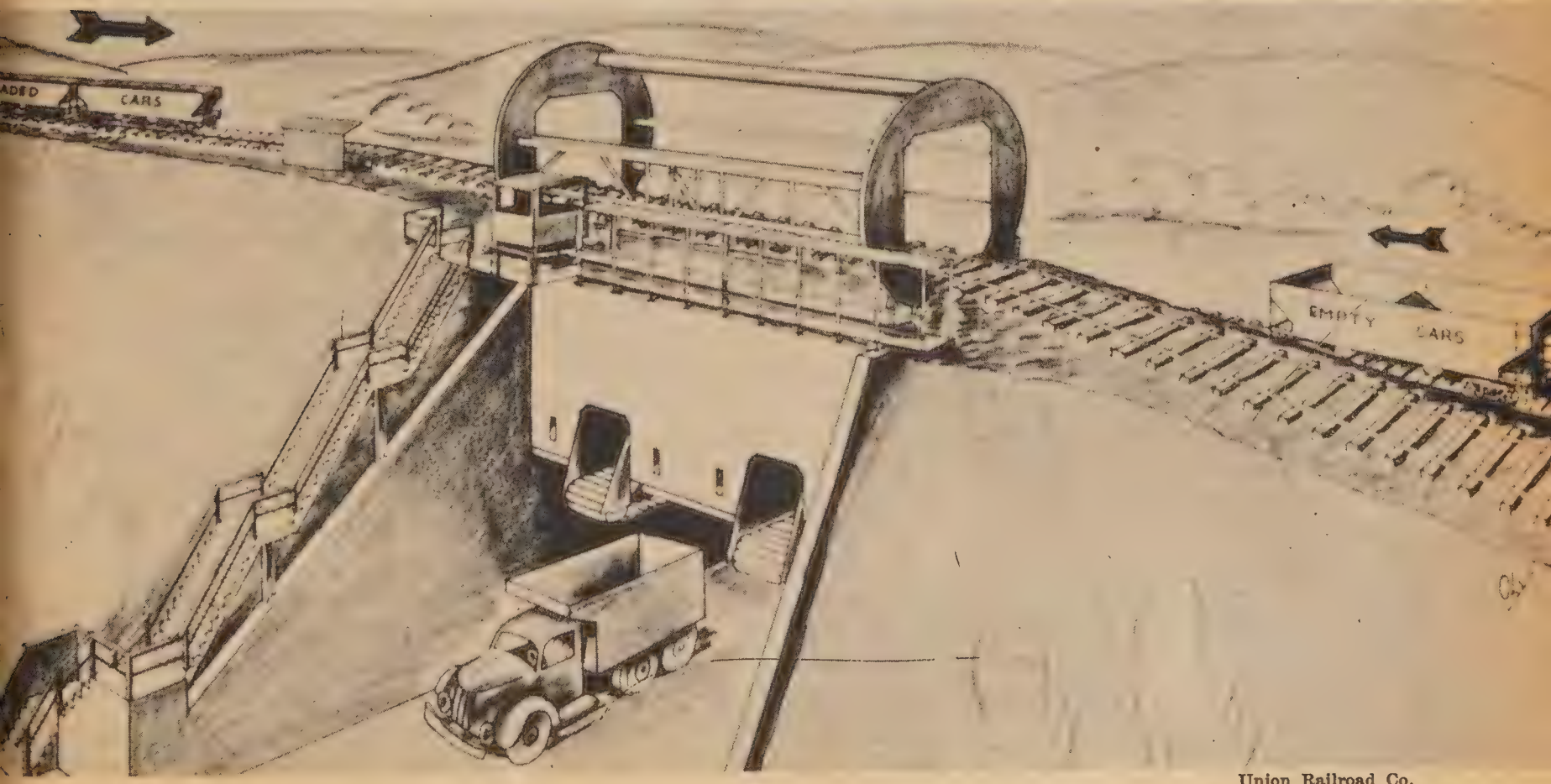
JAMES LUCEY, 20 Florence St., Newington, Conn., wants to know which tracks run into the following Connecticut towns: The single-track line that crosses the main road into Hartford. Also the single track which crosses Route 72 (passing through Berlin, Cromwell and Middleton) at two separate places. If they are still in use, he wants to know how often and by what of trains; if not, when were they last in operation.

G. GABLETONI, Indianapolis, Ind., sent information about General J. H. Devereux, requested in our August issue: He was a railroad construction engineer in the 1850's; superintendent of the U. S. Military Railroads at Alexandria, Va., during the Civil War; general superintendent of the Cleveland & Pittsburgh, 1865-'69; vice president of the Lake Shore & Michigan Southern, 1870-'73; president of the Cleveland, Columbus, Cincinnati & Indianapolis, 1873-'79; and president of the New York, Pennsylvania & Ohio, commencing 1880.

"YOUR staff is doing a good job," writes Chet Schwartzkopf, Box 789, Eureka, Calif., "but how come Barbara Kreimer knows the answers to so many questions?"

We don't. But in most cases we know where to get them—by research, phone calls, or correspondence. And when we're stumped or too busy to research a particular question, we print it in Running Extra.

Union Railroad will fight "pavement-pounding" competition with modern rotary dumper with tracks that will take 90 loads. After unloading, the cars will coast by gravity through a switchback and down a 40-car empty track where they will be coupled together and taken away by a locomotive. Dumper will unload a car every three minutes. Only known device with the track constructed on a two-percent grade, within dumper. Receiving bins will hold two carloads and pass three-foot pieces.



Union Railroad Co.

A RAILROAD classic, copyright 1938 by Popular Publications, Inc.

WITH THE WIRES DOWN

Luckily for Eddie Sand, a Telegraph Instrument Sounds the Same Whether the Key Is in the Next Room or a Hundred Miles Away

by HARRY BEDWELL

THE STORM exploded from the rifle barrel of the Pass. It slapped the *Imperial Limited* in the face with a charge of birdshot sleet when the train checked and stopped under the peremptory arm of the semaphore. Station and section houses, the only structures at Saber Summit, squatted and hunched against the volley.

As Conductor Gary stamped into the station, the wind snatched the door from his hand and slammed it abruptly. He took ten seconds to regain his breath and shake snow from his blue and gold uniform. Then: "What have you got on the board, Eddie?"

Eddie Sand took his feet from the telegraph table and reflected. "Paint," he said.

"Don't be funny," Gary demanded. "What did you stop us for?"

The operator smiled. He wished that some conductor less arbitrary about making time was running the *Limited.* You couldn't reason with Gary if you delayed him.

A late storm had suddenly turned back at the break of spring to catch the Anaconda & Western with its winter equipment stowed or in the shop. All day snow had been whitening Imperial Pass and the grade below. Eddie sensed that the cuts were choked, but he couldn't say for sure. The wires had gone out at noon. That blinded the division, shutting each train operation into a blank sphere of silence to fumble through without direction or advice.

Cold needles of sound pecked at the windows. Gary bridled his temper as he spoke.

"Let's have the orders, Eddie, so we can get down the grade in a hurry. We took a fireman off the extra board and he messed his fire coming up. The engineer had to shut off the steam head in the coaches to have power enough to make that last ten miles. We got to scramble down before that bakehead runs us out of coal. These passengers get ugly when the Pullmans cool off. 'Specially that party in the private car."

Already this afternoon "that party in the private car" had been on Eddie's mind. He knew from telegrams overheard, from the gossip of the wires, that the party consisted of bankers. H. H. Nickerson, president of the Anaconda & Western, had invited them to inspect the property and report. The Old Man wouldn't want them delayed or endangered. There was too much at stake. He needed those men to back him financially in modernizing the A & W.

The twilight blanked out as if the storm had dropped a sudden curtain. Eddie lit the oil lamps. Gary was impatient.

"How about my orders?"

"There aren't any," Eddie said quietly. "The wires have been out since noon. That's why I stopped you. I don't know what has happened on the hump, but it has been storming all day and you'd better tie up here till the wires start working so we can find out."

The conductor blew up. "You holding me without an order? You know what the chief does to smart operators who delay Number 9. Better give me a clearance right now!"

EDDIE had to make a decision. He was in charge of that bald spot on the rim of the world. He shook his head.

The telegraph sounder grunted. Outside, the wind howled into silence. The instrument clacked again as the wire struggled to resist the weight of the tempest and the clawing fingers of sleet.

He bent over the desk, his ear set to catch any whisper of the brass tongue. The sounder gasped as if the storm were choking it. Then it gave the dispatcher's call. Desperately, DS flashed back his faint answer.

The brass pounder caught the words. "This is the lineman up a pole west of Granite." You could tell

The Electronic Yard: where freight trains get off to a fast start

Moving freight cars are weighed, routed, and their speed controlled—electronically. Thus trains are swiftly assembled.

More Railroad Progress like this depends on adequate earnings

Isn't this common sense?

Improvements such as the electronic freight yard cost a lot of money—money which the completely self-sustaining railroads must supply from their earnings. When railroads are able to improve their services, we all benefit. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

Railroads *could* make enough money to do more of these things, for they are – by far – our most efficient system of mass transportation. But their earning power is hamstrung by outdated government policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced – and the nation loses some of the benefits of railroad progress. In your interest – in the interest of *every* American family – railroads should be given equal opportunity to earn an adequate return on their investment. *Isn't this common sense?*

AMERICA MOVES AHEAD WITH THE RAILROADS

YOUR BASIC TRANSPORTATION

Association of American Railroads, Washington, D. C.

that he was sending with frozen fingers. "Been tying breaks all afternoon and out of wire. Got this one hooked together but it won't hold. Wind and sleet. Going back to Marble Gate and wait till this dies down, if we can make it."

Eddie visualized the lineman strapped to the top of the pole, in the dark and the trampling storm, cutting in his portable set and working the key with wooden fingers.

The dispatcher's reply leaped back. "Hold it! Keep that line open a minute!"

He snatched swift seconds from the storm and rapped the call for Saber Summit. Eddie's hand dropped to the key and clipped his reply.

"Where's Nine?" shot the DS.

"Here!"

"Get this quick." The clipped words fled under his cunning hand. "We don't know conditions in the Pass and down the grade. The Old Man is at my elbow and wants you to handle Nine as you think best. He is most anxious about the party in the private car. Don't let them get alarmed. Imperative they meet no hardships. Contact Elderson."

Eddie opened his key and sent with slow emphasis. "Lineman? What are conditions down there on the grade?"

"Wind and—" The sounder died.

The storm rifled a blast out of the Pass. Eddie sighed and looked at Gary. In his mind he checked his possible resources of food and fuel.

"You'll be tied up here till we hear different," he told the conductor. "Better cut off your engine first thing and take water at the tank."

"I won't!" Gary yelled. "We have not got coal enough to heat the coaches till morning. I'm not staying here and freezing my passengers. I'm going to run for it."

"That semaphore up there is still on you, oldtimer. You won't move while it is. And don't get the passengers excited. The Old Man said that."

A FRECKLED FACE edged through the doorway leading to the station's living quarters.

"Nice day," said Sam Dunn, the night operator, just arisen. He focused Eddie with a sleepy eye. "I'll fix my breakfast and your supper if you'll bring in the coal," he bargained.

"Coal," said Eddie, "is a scarce item."

In his time Eddie had arranged transportation for circuses, conventions, and church synods. But not groups of bankers. He headed into the sleet and knocked on the rear door of the private car. A colored boy in a white apron opened it.

"Mr. Elderson, please," said Eddie.

"Come in," said an abrupt voice from beyond. "I'm Elderson."

He was a big rawboned man without much hair. Beside him two other men sat in easy chairs. The colored boy was arranging the dinner table in this observation section. Gleaming silver lay on heavy linen and Eddie felt the soft warmth of steam heat. The three men were having a prudent drink.

"I'm afraid," the brass pounder explained, "we'll have to hold the *Limited* here for a while, till we can get a snowplow up the Pass. Mr. Nickerson wired to express his regrets and concern, and instructed me to do anything I could for you gentlemen. I'm the station agent here."

Elderson stood up. It was like shaking hands with a steam shovel.

"You can't do that to us," his humor was grim. "This is Mr. Osgood."

He introduced a man with a marble white face that looked like the facade of a financial institution. There were balconies under his eyes. Osgood made his acknowledgement with a quarter-inch nod.

"And this is Mr. Rayburn." Elderson indicated a thin man with wistful eyes surrounded by wrinkles.

Rayburn was collapsed in a big chair but got up spryly to shake hands. "I'm glad to know you," he said briskly. "Won't you sit down?"

Eddie felt like a mouse accepting the hospitality of three nice cats.

Rayburn went on: "I started my career as an operator and station agent for the old New Haven. It was fine experience," he beamed.

Elderson bit into the conversation. "Suppose we find out where we stand on this mountain, and for how long. What do you think, young man?"

"A storm is unpredictable," Eddie told him. "But if it gives us a chance, we will have the plow through within a few hours."

Osgood regarded Eddie distastefully and said: "Mr. Nickerson should have foreseen this emergency and protected us from it. Apparently his organization is not good."

"And don't claim an 'act of God' on us," Elderson warned. "Osgood won't have one. Anyhow, you tell your president that the quicker he gets us out of here the better we'll like him."

"You spoke of Mr. Nickerson having wired you," said Osgood. "Then your wires are still working. I will have some telegrams to send after dinner."

Eddie had overlooked that one. And the Old Man had frantically warned not to disturb or alarm these men. Better not tell them that the wires were down. Bankers might get panicky if they thought they were cut off from immediate touch with all their affairs. The world might smash if they didn't watch it.

"Certainly," he said with a twinkle. "Shall I send for them about eight?"

"You needn't do that," Rayburn cut in. "Fact is, I should like to see how much I still remember of my telegraphy. I will bring the telegrams, if Osgood doesn't mind. I might even send them myself."

Eddie looked at him warily. "I wish you would."

"No danger of our running short of food and fuel?" Elderson demanded in a sharp tone.

"We'll take care of that," said Eddie.

But he wasn't sure, as he skidded back to his station, that he had completely covered up the situation from Elderson.

SAM DUNN was cooking on the little heating stove in the office.

"As soon as you eat that grub," Eddie told him, "set up a key in the

kitchen and connect it with a sounder and key on the telegraph table and attach a battery. A dummy set." He diagramed and explained. "When this banker comes to send these telegrams, you'll be in the kitchen with a key hooked to this set in here. We'll leave the door open enough for you to hear the sounder, and you send back to him like you were receiving his messages in Salt Lake."

Eddie went out and boarded the diner. The dining-car conductor said he had enough victuals to feed his passengers for two or three days.

"Except fresh meat," he added. "That'll all be used up on tomorrow's lunch."

"I hope you'll be gone by then," said Eddie, "but I doubt it."

His next visit was under the curtains of the Pacific-type engine cab. The engineer, jack-knifed on his seat, guessed that he had enough coal to keep the coaches warm till morning.

Eddie coaxed him out into the storm to estimate the supply of fuel on hand at the station and the section houses. There wasn't much, after the drain of winter.

"Maybe we can keep the Pullmans warm till noon," the hogger said, "but what the hell is gonna happen after that?"

He put his head into the sleet and returned to his cab, while Eddie trudged over to the section foreman's house to see "Rip" Biggers. Rip was not an optimist.

"Six o'clock in the morning," Eddie told him, "get your gang out and start hauling my coal and yours over to Nine's engine."

"What about us keepin' warm?" Rip asked.

"We'll save a little for ourselves."

Meanwhile, at the station, Sam had connected up the dummy telegraph set, but when Eddie returned the night man seemed to be uneasy.

"Eddie," he complained, "it's cold in that kitchen. Can't I make a fire in the range to keep me warm while I'm foolin' the banker?"

"Can't spare the coal," Eddie decided. "Anyhow, he won't keep you in there long, and there won't be anything doing after that, so you can go to bed."

At that moment Bill Jordan, the brakeman on Number 9, wandered in out of the storm and backed up to the stove.

"Look, Eddie," he pleaded. "There's a poker game going in the smoking compartment of that last Pullman and they've got real dough in it. I'm right to crack it on the nose, but I'm busted. You couldn't loan me ten bucks, could you?"

"Sure, and I've got another ten if you run short. But don't wake me up tonight to get it."

Bill took the ten. After he had gone, Eddie turned to the night operator with a grin.

"Bill usually knows where to find the aces when he needs them. I've seen him do it."

MR. RAYBURN, in a hard hat and fur-lined overcoat, arrived in the station at eight-thirty. He was excited about his little enterprise. He inspected the office and sniffed with pleasure.

"Red-hot stove and the smell of copying rags," he chuckled. "This does take me back to my days on the old New Haven."

Sam had discreetly withdrawn to the kitchen to act as receiving operator.

"May I practice a little on one of these instruments?" Rayburn asked. "Then, if you think I can, I will try to send these telegrams."

At first his Morse wasn't steady or accurate, but some of the long-buried knack came back as his wrist limbered and his confidence grew.

"You never forget a thing that's drilled into you when you are young," he smiled happily. "Do you think I could send now?"

"Sure," said Eddie. "Call UN."

Rayburn called, and UN answered promptly—from the kitchen.

The banker made a messy start, but UN didn't break him. He battled stubbornly through the message and

THE PRIZE IS YOURS! MAN... YOU'RE IN!
NOW, THERE'S A PRIZE I'D LOVE TO WIN!
1ST
SMELLS GRAND! PACKS RIGHT! SMOKES SWEET! CAN'T BITE!
A PIPE SMOKER, TOO? mmmm! YOU'RE FOR ME!
IT'S SIR WALTER RALEIGH— NATURALLY!
SIR WALTER RALEIGH'S BLEND OF CHOICE KENTUCKY BURLEYS IS EXTRA-AGED TO GUARD AGAINST TONGUE BITE.
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SIR WALTER RALEIGH

was jubilant when he got the okay.

"I wish somebody would send us a message," he sighed. "I should like to know if I can still receive."

"There's nothing doing on the dispatcher's wire while no trains are moving," Eddie hastened to say. He raised his voice. "But about this time they usually send news reports to the country papers."

In the kitchen Sam heard him and began sending from a month-old newspaper. Rayburn couldn't get much of it, until Sam's fingers stiffened with the cold and slowed him down. The banker became engrossed then as his pencil caught more and more of the words. But Sam was rapidly congealing and in a little while he signed off.

Rayburn sighed. "I have really enjoyed this evening, young man. And now for a word of advice. Always be ingenious and resourceful in your work. Be alert to handle every situation. You should remember that."

"Yes, sir," said Eddie. "I will."

DURING the night the wind died down, giving the clouds a chance to bank along the mountains and spill more snow. They hung stubbornly to this assignment.

Rip and his gandy dancers were out in the black morning with sideboarded pushcars transferring coal to the locomotive. Then a pale sun hit the Summit, and passengers emerged from the Pullmans to stretch and exercise.

Eddie reported to the bankers that the storm was still blocking operations below, but that it couldn't last much longer. Then the A&W would dig them out in no time. Elderson was slightly incredulous and Osgood bitterly offensive, but Rayburn took the news salmly.

Back in the depot, Eddie checked the coal supply after Rip and his gang had completed the transfer to Nine's locomotive. The engineer upped his estimate to two or three o'clock. There wasn't any break in the clouds hanging tenaciously to the ridges.

"Rip," said Eddie to the section foreman, "could you and your gang bring down a car of coal from the Kittybird? I thought we might get through without it, but I guess not."

The Kittybird was a mine in operation at the end of a spur track five miles over the ridge. It used coal for power and heat, and once a week the Anaconda & Western switched two cars of fuel up to it.

Rip considered a moment. He peeked at the spur from his sheepskin collar. Wind had torn sheets of granulated snow from the shoulder where the track bent from sight.

"Sure," he agreed. "We can go up there and turn a car loose. She'll fall down. But she'd splatter coal all over the mountains. Them rails are so slick with sleet and ice you couldn't hold her back on that grade."

"On your way up," Eddie instructed, "throw some fine gravel on the rails."

"We'll have to shovel our way through going up," Rip said, "and when we get there the cars will be unloaded. If they ain't, they'll be in behind a flock of ore cars."

"If they're unloaded, get the mine crew to help load up half a car for us. They've got enough men there to push cars any place you want them. I'll give you a letter to the superintendent. And I want to send a note to Dad Carter, who's trapping on the lake. Take Perez' boy along and drop him off with the note where you can see Dad's cabin. I'll see if Gary won't give you some help to bring that car down."

But Conductor Gary wasn't interested in helping. "I told you we ought to make a run for it last night," he bawled. "Now we're in a hell of a fix."

"Where's your brakeman?" Eddie countered.

"How do I know?"

Bill Jordan was still engaged in a poker game. He sat in with a mining engineer, a traveling man, and two Iowa farmers. Bill and one of the farmers had the biggest stacks of chips. Eddie drew the brakeman aside with his request, and Bill nodded.

"Sure, I'll go, Eddie. That guy is really beginning to play poker, and I don't think he's much of a farmer anyhow. I've made enough for a new suit of clothes."

Thereupon, Bill and the section gang went up the spur on the old handcar.

AT ONE O'CLOCK the dining-car conductor came to the station. "That's the hungriest bunch of passengers I ever seen," he grumbled. "It must be the altitude. Fresh meat is all gone, and some of 'em wanting more. There isn't a cow around here some place we could butcher, is there?"

There wasn't. But the wind had eased up again and the sun struggled to get out. Passengers sported on the white landscape.

Eddie glanced out at the spur track anxiously and he caught sight of a man in coonskin cap and felt boots leaning against the station, watching the crowd with an air of amusement. Eddie knocked the dining-car conductor aside in his rush to the door.

The man smelled of pelts and faintly of skunk.

"How many deer carcasses have you got cached up there in the woods?" Eddie inquired.

"None. You know it's illegal."

"You old scoundrel, you don't pay any attention to the law except when it comes looking for you. How many deer have you hidden in the snow?"

Dad reflected. "About how many could you use?" he asked cautiously.

The brass pounder looked at the passengers swarming over the snow, enlarging their appetites, and made a quick estimate.

"Two," he guessed. "How much?"

"They'd be worth about fifty dollars apiece, if you don't think the warden will catch us at it."

"When can we get them?"

"A couple of trips'd take about three hours."

"Don't make it any longer, Dad, or I'll tell the warden myself."

The weather grew colder. Pretty soon Eddie and Sam were burning old records and newspapers in the office stove.

The three bankers emerged into the sunlight and exercised. Then

they walked toward the station. Eddie ordered Sam into the kitchen to make a noise on the sounder as if business hadn't been interrupted.

"Aw, Eddie," Sam pleaded. "I'm like to get pneumonia in that ice-box."

"You're being paid and this is all you have to do. Go in there and get busy!"

As the three men strolled in, the sounder began to clatter furiously and profanely at a rate that Rayburn couldn't read. The bankers were grim and wanted something definite.

"The plow should be here some time during the night," Eddie said vaguely.

"All this indicates extremely poor management," Osgood growled. "I told you when this came up," he pointed to the other two, "that I have always been dubious of Western roads."

The sounder chattered wildly.

"We had to be resourceful on the old New Haven," Rayburn stated. "Alert to every emergency and ingenious to handle it."

The sounder was almost yelling now.

"Look here," Elderson said. "I don't like the look of this. Our position seems to be getting worse and it must be cleared up at once. Better give us the facts, young man."

"Mr. Elderson," said Eddie steadily, "we get savage operating conditions here that don't exist in the East. Right now you are at an elevation of nearly eight thousand feet. Your safety and comfort are being protected."

THE SUN continued to glitter through the afternoon. At three o'clock Dad Carter delivered his second load of venison. And then Conductor Gary and his engineer came to the station.

"Jim's got his last scoop of coal in the firebox," said the man with the brass buttons. "Those Pullmans will be getting cold now and the passengers are liable to start taking things apart. I told you we ought to have run for it."

Eddie was hopeful. "Bill and the section crew will be down here any minute with a car of coal. Just keep your shirt on."

"Yeah, they're likely stuck at the bottom of the mountain some place with the car on top of them. Bill couldn't keep a car on the rails on that grade."

At 3:45 Eddie went out onto the platform and stared down the Pass. The sun was near the peaks, and shadows had gathered deep in the high slit. He glanced at the spur. There weren't even shadows on the shoulder. The air was motionless and it rang with the snap of frost.

"They should have had that car down by now, even if they had to reload it," he reckoned.

Passengers, a few at a time, milled out of the coaches. Their steaming breaths made quick-vanishing plumes in the slanting sunlight. The solid train of Pullmans lay like a log of driftwood washed under the grim walls, stranded and helpless. The cold was beginning to grip all live things on that high rim.

The three bankers descended from their private car and walked toward him. They were bundled in great-coats and they moved clumsily in the gritting snow.

Elderson's steel-gray eyes bored into the station agent. He said abruptly: "Everyone knows now there is no more fuel and you are responsible for our being in this dangerous position. First we'll get the exact facts from you and then we'll take charge. I only hope it isn't too late."

Eddie answered quietly: "I don't suppose you have ever had to deal with people in the mass. Senseless things happen when people get frightened. They are hard to manage. Let fear loose in that crowd, and there's no telling what it will do. I wouldn't like to see such an exhibition up here tonight."

Elderson probed him with a frigid banker's stare. Osgood's gloved hands kept fumbling at the buttons of his coat and he said: "But this is dangerous. We might freeze to death. It's criminal to put us in jeopardy like this, and I intend to prosecute."

"This would not have happened

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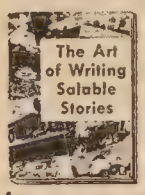

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in my day on the old New Haven," Rayburn assured them tartly.

The sun slid behind the mountain tip and the shadows reached across the summit like stealthy fingers. The cold slyly showed its teeth. The passengers edged along the platform uncertainly in little groups.

Sam came out of the station, his right hand tucked into the front of his overcoat. He edged close to Eddie and muttered into his ear, "I've got the gun if they start anything."

Eddie shook his head and returned Elderson's stare coolly. "Do you want to take the responsibility of stampeding that crowd?" he asked.

"But, my God!" Osgood wailed. "We're trapped in here to freeze! What can we do?"

The passengers caught that. The little groups began to buzz ominously.

Elderson snapped: "Shut up, Osgood!"

THE RIM of the mountains was scarlet with the sunset and there was red on the snow at Saber Summit. The sound from the throng indicated a growing concern. Some, with crowd courage, moved toward the depot while the rest followed behind, shuffling in the snow. Eddie turned to Elderson.

"Do you want to take Mr. Osgood away and let me handle these people?"

The banker hesitated. His habit of deliberation couldn't be broken.

"Aw, hell!" Sam exploded.

Eddie waved the three financiers away. "Go back to your car," he said, and ambled over to the passengers.

The crowd stopped. He walked among the leaders and looked at them. Then he smiled the practiced grin that he used on indignant and obdurate patrons.

"It gets colder than this up here in the winter storms," he said cheerfully, "and we have to take it for weeks at a time."

"Yes, but there is no heat in the coaches," a fat man protested. "They say there is no more fuel, and there are women and children in those Pullmans."

Eddie nodded. "And men enough among us all to see that they don't suffer."

The tension in that throng held for a moment at a silent pitch. Then the quick jets of breath moderated and the sound of voices became more composed.

A high whine sawed into the cold twilight, a sustained protest that made chilled nerves wince and crawl. Eddie beamed. That racket couldn't be made by anything but flanged wheels, turning at speed, rounding a curve on brittle-cold steel!

A coal car projected itself around the shoulder above and scooted down the spur in the preoccupied manner of something closely pursued. Its speed was considerable. The head and shoulders of Bill Jordan, the brakeman, showed over the rear end where he clung to the brake wheel. The car dropped on the grade, and Bill swung off. It slammed and pitched over the switch points onto the siding parallel with the main line.

Wheels began to take hold and slide on the graveled rails. They smoked and shot bits of fine rock singing into the sharp air. The car rammed the safety bumper at the end of the siding and roared on. Its front trucks were stripped away. It nosed into the snow, skidded, struck a bank, and flipped over on its side. Coal spewed and black dusk flowed over the white ridges. The crowd cheered, shouted, and laughed.

Bill's head came out of a drift. He grinned at Eddie. And then Rip Biggers and his section crew hove in sight around the shoulder on their handcar.

Sam Dunn, the night operator, considered the situation. "Eddie," he offered, "I'll get my breakfast and your supper if you'll carry in the coal."

The three bankers stood still and uncertain.

Eddie approached them. "How would you like to have a dinner of venison?" he asked.

Elderson turned on him with sudden interest. "Look here," he said, "if you really have it and will let me cut the chops and tell the cook how I want them, I'll—I'll buy your damn railroad!"

"I won't sell," said Eddie, "but you get the chops as requested."

THE SNOWPLOW came up Imperial Pass with the daylight of next morning. Old H. H. Nickerson was aboard the train and he went at once to the private car of the bankers to look after his finances. Eddie scribbled a little note in pencil and addressed it to him. It read:

> I gave the Elderson party some misinformation and withheld facts that may surprise you if they mention them. Also, I had a car of coal brought down from the Kittybird and wrecked the car. Further, I purchased two nice buck deer, which is illegal and cost $100. I don't know how badly the party has been disturbed or alarmed. (Signed) E. Sand, Agent.

Rayburn came out of the business car and walked toward the station. Eddie went to meet him.

"I merely wanted to say goodbye," said Rayburn, "and add that on the whole I had a lot of fun. It has done me good, this high air. And it seems to me, from your actions last night, that you got a good notion of what I meant by being ingenious and resourceful."

"Yes," said Eddie, "I think I did."

Old H. H. and Elderson came out onto the observation platform and Eddie handed up to the president the note he had written. Mr. Nickerson, with his back to the banker, read it quickly. Eddie could see that he winked behind frosty glasses and he lifted a hand in salute.

Then came a surprising turn of events. Elderson glanced at the brass pounder and likewise winked —and nearly smiled.

Conductor Gary's "All aboard!" howled down the Pass. The *Imperial Limited* sounded off and slid into motion. For a moment Eddie stood watching the white clouds of coal smoke from the stack of the big Pacific billowing into the crisp mountain air. Then he sighed and went back into the station. ●

Five Great Northern electrics of this class, Z-1, are now stored at Wenatchee, Wash., together with two Class W's and No. 5011, all waiting to be sold. No. 5011, partly destroyed by fire, was rebuilt with a streamlined cab and reclassed as Y-1a. The Pennsylanvia bought the 5010 and the 5012 through 5017, all of them Class Y'1's.

GREAT NORTHERN ELECTRIC LOCOMOTIVES

Number	Class	Old No.	Disposition	Builder	Date	Construction No.
5000A	Z-1	5000	Scrapped	Bald.-WH	1928	60325
5000B	Z-1	5001	Scrapped	Bald.-WH	1928	60365
5002A	Z-1	5002	Scrapped	Bald.-WH	1928	60627
5002B	Z-1	5003	Scrapped	Bald.-WH	1928	60633
5004A	Z-1	——	Scrapped	Bald.-WH	1926	59168
5004B	Z-1	——	Scrapped	Bald.-WH	1926	59276
5006A	Z-1	——	Scrapped	Bald.-WH	1926	59381
5006B	Z-1	——	Scrapped	Bald.-WH	1926	59382
5008A	Z-1	——	Scrapped	Bald.-WH	1928	60443
5008B	Z-1	——	Scrapped	Bald.-WH	1928	60444
5010	Y-1	——	Sold PRR Class FF-2 No. 1	Alco-GE	1927	Alco 67022; GE 10160
5011	Y-1a	——	Held for sale	Alco-GE	1927	Alco 67023; GE 10161
5012	Y-1	——	Sold PRR Class FF-2 No. 2	Alco-GE	1928	Alco 67542; GE 10537
5013	Y-1	——	Sold PRR Class FF-2 No. 3	Alco-GE	1928	Alco 67543; GE 10538
5014	Y-1	——	Sold PRR Class FF-2 No. 4	Alco-GE	1930	11149
5015	Y-1	——	Sold PRR Class FF-2 No. 5	Alco-GE	1930	11150
5016	Y-1	——	Sold PRR Class FF-2 No. 6	Alco-GE	1930	11151
5017	Y-1	——	Sold PRR Class FF-2 No. 7	Alco-GE	1930	11152
5018	W-1	——	Held for sale	GE	1946	28448
5019	W-1	——	Held for sale	GE	1946	28449

Specifications of Class Z-1

Wheel Arrangement—1-D-1. Cab style—two box-cab units permanently coupled. Total weight per unit—371,100 lbs. (5000A&B, 5002A&B, 5008A&B, 357,700 lbs. (5004A&B, 5006A&B). Length per unit over couplers—47'-3" (5000A&B, 5002A&B), 47'-2" (5004A&B, 5006A&B, 5008A&B). Maximum width—11'-1" over grabs. Height over cab—14'-2". Continuous HP per unit—1830. Continuous TE per unit—44,250 lbs. Starting TE at 25 percent adhesion per unit—68,750 lbs. Maximum speed—45 mph.

Specifications of Class Y-1

Wheel arrangement—1-C+C-1; Cab style—single box cab unit. Total weight—518,250 (5010), 527,200 lbs. (5012-5017). Length over couplers—73'-9". Maximum width—10'-10½" over grabs. Height over cab—13'-0". Continuous HP per unit—3000. Continuous TE—60,000 lbs. Starting TE at 25 percent adhesion—102,645 lbs. Maximum speed—55 mph. Bought by Pennsylvania Railroad and being rebuilt at Altoona as Pennsy Class FF-2 numbers 1-7. Work done on them will include minor overhaul of certain appurtenances, main circuit connection changes, disconnecting of regenerative brakes, and replacement of certain parts with parts that conform to PRR standards.

Specifications of Class Y-1a

Wheel arrangement—1-C+C-1. Cab style—streamlined double-ended cab which replaced original box cab in 1945. Work done by GN. Total weight—518,250 lbs. Length over couplers—73'-9". Maximum width—10'-6⅞" over grabs. Height over cab—14'-1⅛". Continuous HP—3000. Continuous TE—60,000 lbs. Starting TE at 25 percent adhesion 102,645 lbs. Maximum speed 55 mph.

Specifications of Class W-1

Wheel arrangement—B-D+D-B. Cab style—streamlined double-ended. Total weight—735,000 lbs. Length over couplers—101'-0". Width over handrails—11'-0 3/16". Height over pantographs locked down—16'-0". Continuous HP—5000. Continuous TE—119,000 lbs.; Starting TE at 25 percent adhesion—183,750 lbs. Maximum speed—65 mph.

Roster prepared by Sy Reich with assistance from Great Northern and Pennsylvania mechanical officers. The Great Northern supplied our photograph of No. 5002.

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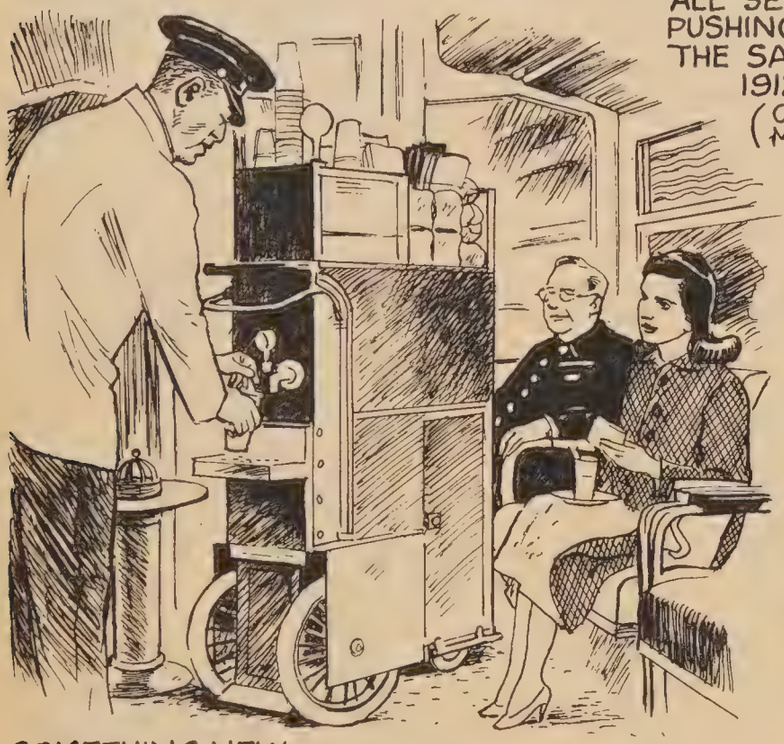
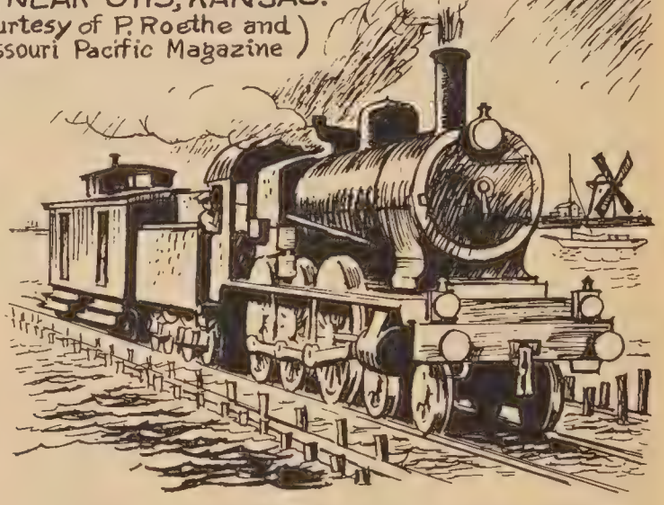
Along the Iron Pike

by Joe Easley

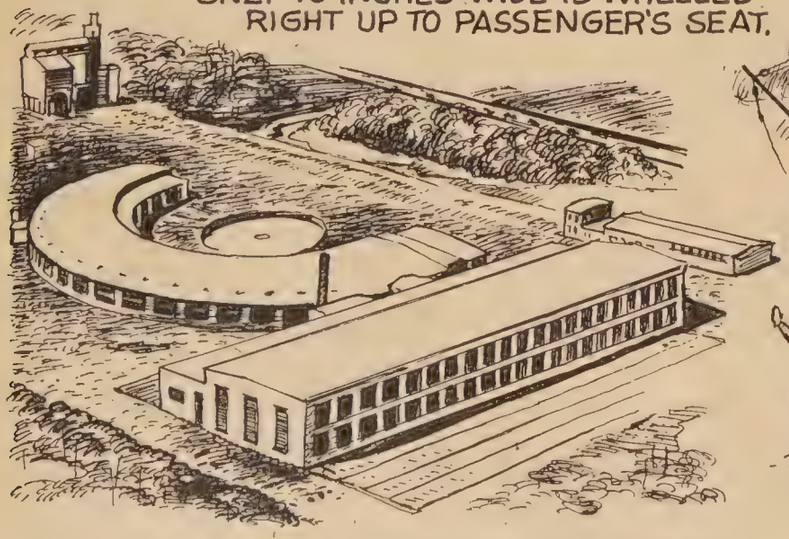
ALL SEVEN OF THE MISSOURI PACIFIC ENGINES PUSHING ONE SNOWPLOW WERE DERAILED AT THE SAME TIME ON FEB. 27, 1912, NEAR OTIS, KANSAS.
(Courtesy of P. Roethe and Missouri Pacific Magazine)

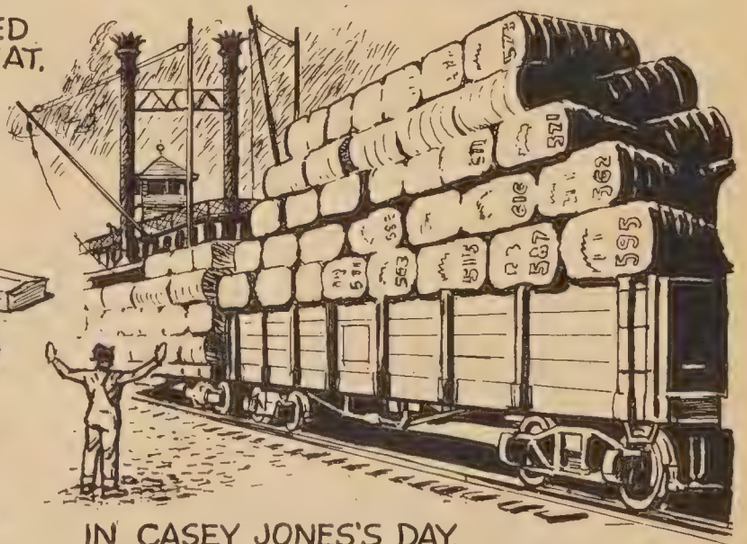




FLOODS SWEPT HOLLAND RECENTLY. THE DUTCH RAISED TRACKS HIGH ENOUGH TO ALLOW TRAINS TO "WADE" THROUGH OCEAN AT LOW TIDE FOR ONE HOUR TWICE A DAY, TAKING SUPPLIES TO MAROONED VILLAGES.

SOMETHING NEW ON PENNSY TRAINS: A LUNCH VENDING CART ONLY 16 INCHES WIDE IS WHEELED RIGHT UP TO PASSENGER'S SEAT.





OLD LEHIGH VALLEY SHOPS AND ROUNDHOUSE AT ASHMORE, PA., HAVE JUST BEEN REMODELED INTO PLANT TO PRODUCE BERYLLIUM METAL FOR ATOMIC ENERGY COMMISSION.

IN CASEY JONES'S DAY, WHEN COTTON SHIPMENTS WERE CHANGING FROM BOAT TO RAIL, THE ILLINOIS CENTRAL USED WOODEN CARS HEAPED HIGH WITH BALES.
(Courtesy of W. R. McKay and IC Magazine)

MAIL CAR

(Continued from page 10)

job applicant who said he came from Greene County.

One day he employed a locomotive engineer named Hadsox, from that county, and put him to running the sawmill's rattletrap switch engine. Hadsox spotted a flatcar beside the water tower for convict laborers to pick up some stacked timber. Just then Engineer Smith brought the 4-4-0 in with a log train and a dry tank. Stepping down onto the pilot, he yelled to Hadsox, "Move ahead damn quick so I can take on water!"

The mill-owner overheard him and went into a frenzy of shouting for fear the pet engine would be burned. Hadsox lost his head. Without noticing that the convicts had already laid a 40-foot 12x12 beam crosswise on the flatcar, he pulled out suddenly, tearing down the water tower. Smith chuckled as he coupled on a fire-hose to get water. But Mr. James was real mad. He cursed the new man for a "Greene County son of a bitch" and chased him off the job. This incident comes from Engineer Smith's son, E. A. ("Frog") Smith, Longwood, Fla. ●

AN EXAMPLE of engineering ingenuity rolled out of the Chicago & North Western shops the other day in the form of a rehabilitated diesel locomotive. Only close inspection would reveal that her engine had been replaced by a block of ordinary concrete.

Because she was beyond economical repair with a worn-out engine obsolete by modern standards, the 18-year-old locomotive was originally headed for the scrap heap. But Earl L. Walston, superintendent of motive power, decided to give her the concrete treatment for many additional years of useful service.

This treatment consisted of removing the engine cab, the 900-hp. engine, generator, and accessory equipment. A block of concrete was then cast inside the body to compensate for the loss of weight. Electric traction motors geared to the axles were left intact and certain electrical changes were made.

The result is a unit that has no engine or fuel. She operates only when coupled to a normal diesel engine, receiving electric power for her traction motors from the generator of the conventional diesel. In such operations she performs the specialized service of a booster, providing additional traction in moving heavy freight trains at low speed. This she does at a fraction of the operating cost of a normal diesel. Furthermore, she releases regular locomotives from the limited booster service for more important use elsewhere on the railroad. ●

INTRODUCING Martha Oldham, blue-eyed, 19, daughter of a Santa Fe switch foreman, J. Russell Oldham. Martha lives on Rte. 5, Emporia, Kan., and attends Emporia State College. Years ago she won a horse in a contest. This encouraged her so much that she has since accumulated many ribbons and bronze trophies at horse shows. In 1955 she won the Kansas championship in colts.

Martha Oldham

Her father's most exciting day came in wartime when a trackfull of cars broke loose from the Emporia yards, rolled out, and sideswiped a cut of cars he was switching. The pile-up blocked the main line at a crucial moment when the *Super Chief* was past due.

"I hurried over to the engine," he recalls. "There I found a student fireman trying to light a fusee with a match and the engineer, with a red light in daytime, attempting to flag. The *Super Chief* swung around the bend. Her schedule did not call for a stop in Emporia. Grabbing the fusee, I ran as I had never run before and managed to flag the fast train to a stop—just 29 feet from the derailed cars!

"But for some crazy reason the student fireman was complimented on his alertness, the engineer was given 10 demerits for his valiant efforts to stop the train, and I got 30 brownies because I was foreman, even though the accident had not been my fault." ●

MEMORIES of long ago flooded 86-year-old Bill Knapke, a retired conductor and an author, the other day on Glendale Boulevard in Glendale.

"The rails of the last road I worked for in California used to run along the middle of that street," he recalls. "They have been removed and the street

MEN PAST 40

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The Excelsior Institute is devoted particularly to the treatment of diseases of men of advancing years. Men from all walks of life and from over 3,000 cities and towns have been successfully treated. They found soothing and comforting relief and new health in life.

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On your arrival here, Our Doctors who are experienced specialists, make a complete examination. Your condition is frankly explained to you with the cost of treatment you need. You then decide if you will take the treatments needed. Treatments are so mild that hospitalization is not necessary—a considerable saving in expense.

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Are often associated with Glandular Dysfunction. We can treat these for you at the same time.

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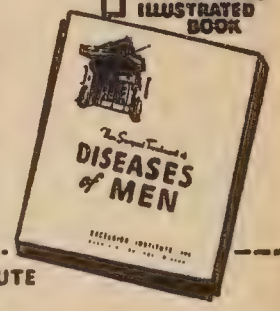

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Charles Clegg and Lucius Beebe, authors of a new book, *The Age of Steam*, dine in state in their own private Pullman, the *Virginia City*, one of the very few private railroad passenger cars left in operating condition in U.S.A. The waiter, Clarence Watkins, and the unseen chef, Hazzie Wallace, were drawn from Southern Pacific's diner pool. (See page 33).

smoothly paved. The ancient station building still stands but is deserted and boarded up. The Union Pacific built it during my time there, with a ticket window and grille, a waiting-room and multiple toilets—although the UP never at any time ran a passenger train into or out of Glendale!

"The first night I worked in the yard that formerly was there was blacker than a sub-cellar. Something went wrong and I cussed the hogger in lurid lingo, thinking that I was miles away from human habitation. Daylight brought embarrassment. I found myself surrounded by dwellings on all sides, and a lady told one of the switchmen: 'My! That man uses strong language.'"

Bill Knapke is gathering material to write an article for us on the quaint custom of decorating engines and cabooses for holidays, picnics, funerals, anniversaries, and presidential specials. For example, our June '57 contents page carried a recent photo of a Nevada Northern engine dressed up. And Casey Jones's widow told your editor that she recalls the time when, if a conductor died in a wreck, his crew would drape their caboose in black.

Bill's address is 9 North Lane, Orinda, Calif. We hope readers will supply facts and anecdotes and lend us pictures of decorated engines or cabooses for illustrating his article. ●

A FOUR-POINT legislative program is suggested by Joseph C. Kauffman, vice president and general counsel,

Chesapeake & Ohio, "to preserve the railroads under private ownership":

(1) Repeal of transportation excise taxes, which are not only archaic but discriminate against the railroads and their shippers.

(2) Freedom by the railroads to make rates on a competitive basis.

(3) Fair rental charges, through use taxes, obliging the railroads' competitors to pay for the use of public highways and waterways, and an end to the present injustice of taxing railroads to provide rights-of-way for their competitors.

(4) Railroads be permitted to engage in other forms of transportation. •

THE CONDUCTOR'S PUNCH, which is an individual as his handwritten signature, was originated more than a century ago by an Erie Railroad employe to cope with the type of passenger who got free rides by erasing pencil marks from used tickets. So says Allan Jackson, CBS newscaster.

"The designs of the punches," he adds, "include everything from a goat's head to a Scottie dog, the cross of St. Andrew, or a boxing glove. They are so distinctive that one road, the Maine Central, accepts receipt forms from its conductors with nothing but a punch hole to identify the man turning in the report. So next time you ride a train, which for commuters will be tomorrow, observe the shape of the little hole punched in your ticket." •

LOST TRAIN. "Many years ago the *Overland Limited* (C&NW-UP-SP) disappeared on its regular run from Chicago to San Francisco," writes H. Roy Mosnat, Rte. 1, Box 627, Miami, Fla.

"The fast luxury train regularly went through Belle Plaine, Iowa, about midnight. On this occasion it cleared Belle Plaine all right but failed to show up at Tama, 18 miles west, where the North Western's double-tracked main line crosses the Milwaukee Road.

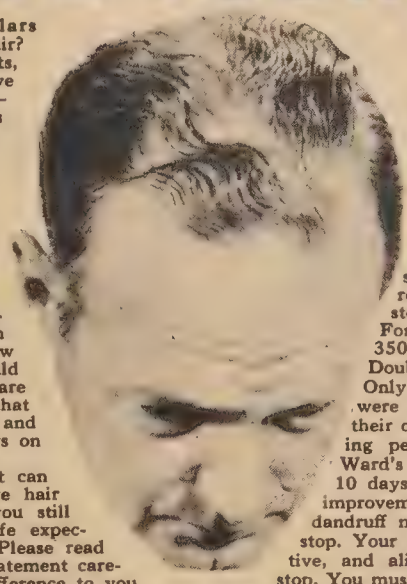
"Incredible! A million-dollar train lost! It was a clear night, no moon but plenty of stars. The Chicago office was going crazy and kept the wires hot. What could have happened?

"At length, after more than half an hour, the *Overland Limited* backing sheepishly into Belle Plaine solved the mystery. Someone had thrown a switch by mistake and the No. 1 train had had gone a dozen miles north instead of west before the red-faced engineer realized he was on a strange single-tracked line. So he crawled back, with the flagman protecting his rear." •

WILL YOU SPEND $2 TO SAVE YOUR HAIR?

How many hard-earned dollars have you spent to save your hair? How many hair tonics, gadgets, restorers, electrical devices, have you tried in the last few years—with no success? How many times after an unsuccessful hair-growing attempt have you sworn not to spend another cent on another hair treatment?

Yet, you buy the next product that comes on the market with hair-growing claims.



CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair—what can you do? Can you stop excessive hair loss? Can you save the hair you still have? Can you increase the life expectancy of your hair? Probably. Please read every word in the rest of this statement carefully, since it may mean the difference to you between *saving your hair* and losing the rest of it to eventual BALDNESS.

HOW TO SAVE YOUR HAIR

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

But, today seborrhea can be controlled—quickly and effectively—by treating your scalp with the amazing scalp medicine called Ward's Formula.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 350,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair. Ward Laboratories, Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1956

Ward Laboratories, Inc. Dept. 3411H
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name _____

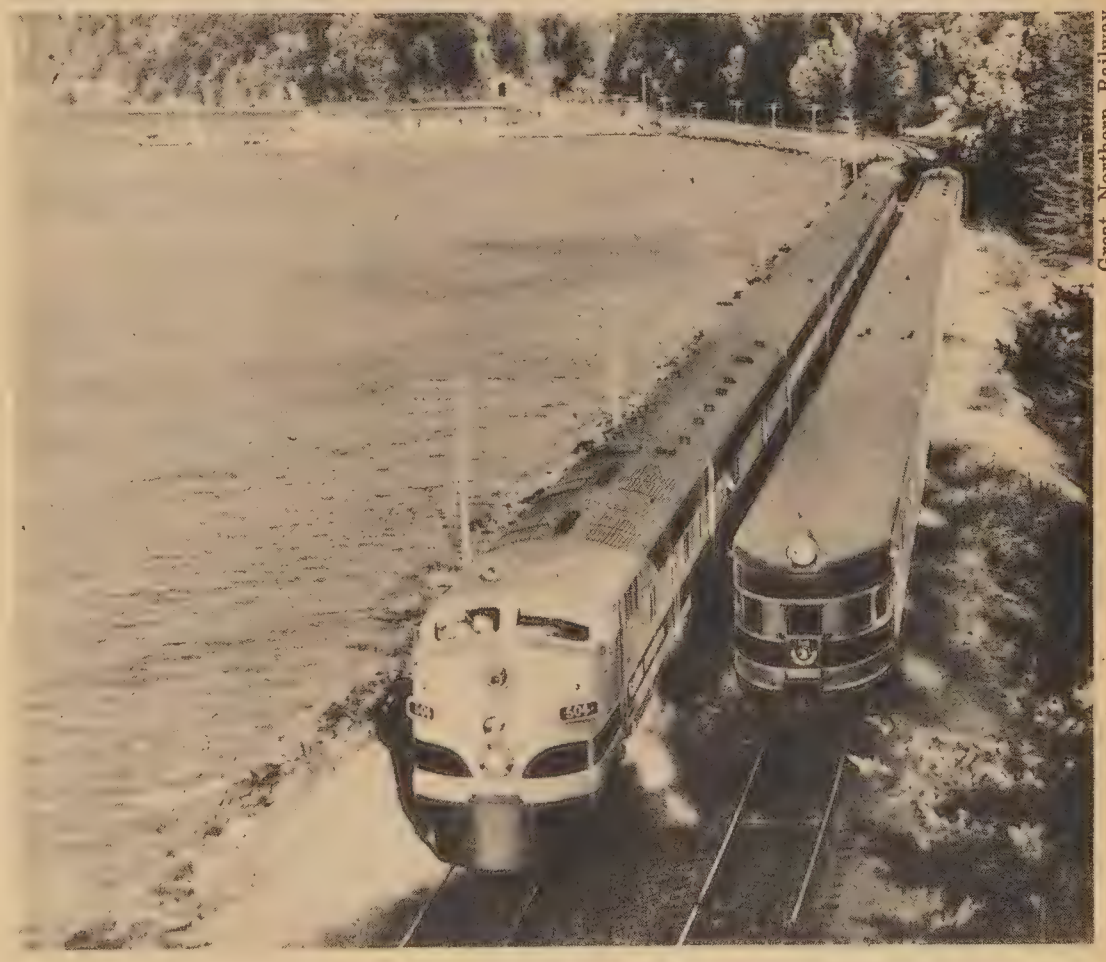
Address _____

City _____ Zone ____ State _____

☐ Enclosed find $2, send postpaid (check, cash, money order)

☐ Send C.O.D. I will pay postman $2 plus postal charges. Canada, foreign, APO, FPO, add 50¢ — No C.O.D.

DOUBLE MONEY BACK GUARANTEE



Great Northern Railway

The Great Northern's *Internationals* pass one another 84 miles north of Seattle. They make three daily trips each way between Seattle and Vancouver, B. C.

THE STORY that a tramp caused the million-dollar wreck of the *20th Century Limited* in which 21 persons perished on June 21, 1905, was merely an official whitewash, in the opinion of Bernard Daw, 265 E. 326th St., Willoweck, Ohio.

"About 15 years ago," he writes, "I ran across an old duffer in a Willoughby barber shop who claimed to have witnessed the smashup. What he told me had the ring of truth. On the night of the wreck he and two other young fellows were sitting on the Mentor station platform with the agent. At that point an eastbound freight usually went into the hole to allow the *Century* by. As the headlight appeared the agent walked down the track to open the passing-track switch, unaware that the freight, running late, had already been put in the hole at Willoughby.

The *Century* was pounding the curve at about 60 miles per hour on its fourth 18-hour run from Chicago. Aaron Gorham, the fireman, who survived, testified that the switch light flashed from white to red almost under the pilot. They hadn't a chance!" (In those days the clear signal was white.)

WATER STOP. Leo Broadstreet (Aug. issue) told how his train had to stop for water in order to make the last 100 yards to the roundhouse. That experience was not so rare as he may think.

"I had to do that very thing on more than one occasion, with the water winking at me from the bottom of the glass, the fire in the ashpan, and the tank empty," recalls William J. Parry, retired Canadian National engineer and author, RR 1, Belle River, Ont., Canada. "Engine crews were required to leave sufficient fire in the firebox as well as water in the boiler until the hostler could take over. That could not be done with no water in the tank nor fire in the firebox. Yes, those of us who are now off the seniority list had our moments—and they were not all thrilling but many were exciting.

"Talk about a six-unit diesel hauling a mile of boxcars, I have done that plenty of times but not with a diesel. I used one of the Canadian National's Northern-type steamers. In order to avoid bursting open the crummy, we did steam-braking as far as was practical. That is to say, the brakes were applied only on the train, with the throttle open. We kept the engine brake from applying by holding the handle of the independent brake valve in full release. In steam braking the slack was held stretched, as the run-in of slack in 100 or more cars could play havoc with the caboose. The braking of long freight trains is an art in itself. An inept hogger could smash a lot of rolling stock with one hand."

SIMEON T. WEBB, Casey Jones's last fireman, has gone to join Casey in "the Promised Land." He died July 13, a little more than 57 years after the fatal wreck of the so-called *Cannonball Express* at Vaughn, Miss. He was 83.

Sim Webb

Sim retired from the Illinois Central long ago, becoming a bricklayer at Memphis, Tenn. He and Casey Jones's widow were guests of honor at many functions, such as the presentation by Lucius Beebe and Charles Clegg of the bronze and granite tombstone over Casey's grave, the ceremony at the issuance of the Casey Jones 3c postage stamp, and the opening of the old Jones home as a museum, all at Jackson, Tenn.

With Mrs. Jones he toured the country, lecturing on Casey Jones, and he made a recording of the Vaughn wreck as he remembered it. He also wrote an account of it, with some help, for publication in the November, 1954, issue of *Railroad Magazine*.

The fast *Cannonball* plowed into a freight which was slow in clearing the main line. The freight crew, all white men, stuck together on the story that their flagman had set torpedoes on the track to warn Casey. As a minority-race man in Mississippi, Sim backed them up at the official investigation.

Many years later, after the last member of that crew had died, the aged Negro told your editor, Freeman Hubbard, and other people what he said was the real truth, namely, that the freight flagman neglected his duty that fatal night. "Mr. Casey," he insisted, "did *not* run a flag."

Miss Margaret M. Lynch, supervisor of the stewardess-nurses on B&O trains.

BOSTON is only 190 miles from Schenectady, but for a giant General Electric generator stator that weighs as much as a herd of 47 adult elephants it was a trip of nearly 600 miles by rail, sea, and highway trailer. Before this piece of equipment for a power station could be shipped, some two years of planning was necessary to insure its safe delivery. For the railroad part of the journey over the Delaware & Hudson and the Erie the shippers had to take into account the load-limit of bridges, the tunnel clearances, and the construction of rights-of-way.

The oversize shipment was routed by rail to Jersey City—a six-day trip in itself, because the stator could travel only when adjacent tracks were clear and never at more than 30 mph. Rest of the journey was made by barge and a 32-wheel trailer. The last mile and a half took 48 hours.

Next Issue — February (out Dec. 3)

The Pacific Story — H. L. Kelso tells you about 4-6-2's and their place in history, well illustrated.

Servicing a K-4, by Gene Gentsch and Bud Rothaar, pertinent details and mighty good pix.

Private Trolley Line, by Willard B. Edson. Plus present-day Illinois Central roster (steam and diesel), another great Bedwell fiction yarn, popular departments, short hauls, and a wintry cover scene in bright colors. (In near future, NKP roster.)

NONE of the 27 stewardess-nurses on the six Baltimore & Ohio name trains is married. Their supervisor, Miss Margaret M. Lynch, hires only single girls between the ages of 22 and 27 who are attractive in face and personality, of medium height, do not wear glasses, and are fond of people. Each girl must be a registered nurse with a six-month employment record before signing up with the railroad.

Twenty years ago the B&O became the first Eastern road to employ stewardess-nurses. These coolly competent young women, in trim gray and blue uniforms and caps, assist mothers traveling with their families, children riding alone, old folks, cripples, and people suddenly taken sick on the train. They extend a helping hand to Negro and white passengers alike. They handle seat reservations, assign seats, administer first aid, call attention to points of interest along the route, and report on the number of passengers in each car.

Stewardesses are called upon to face a wide variety of emergencies. The August '57 *Railroad Magazine* carried the picture of one, Mildred Martin, feeding two elephants in the baggage car of her train, *The Shenandoah*. Margaret Lynch recalls hostessing on a train stranded several hours in a flood, with the consequent problems of pacifying fretful youngsters and anxious adults, while the chef was hard put to find enough food for the trainload of people.

Each stewardess carries a white pass, good on any B&O train.

Miss Lynch supervises her train-girls from a Chicago office and often makes inspection trips to check on the service and to discuss personal problems with the girls. She comes from a railroad family. One of her grandfathers was a roundhouse general foreman on the old Grand Rapids & Indiana (now part of the PRR). Her other grandfather ran locomotives on the old Chicago & Western (now part of the Chesapeake & Ohio system).

By heritage, education, and personal charm the girl just naturally drifted into train-work. Margaret joined the B&O. For a while she served under Chief Stewardess Norma Thompson and rose to her present status when Norma left for a similar position with the Santa Fe. Incidentally, Lila Brekke, the Great Northern's chief stewardess, also began on the B&O. ●

WOULD YOU LIKE TO RECEIVE STACKS OF LETTERS LIKE THESE EACH WITH MONEY FOR YOU?

I have found a proven formula for quick success in making money. Others I've shared it with also have been successful. Would you like to know about it?

It's simpler than you might think – just buying good imports at next-to-nothing foreign prices and selling them in the U.S. by mail order or at wholesale to stores.

To most people, importing smacks of mystery, romance – and "costly" things for collectors. Actually, any capable and ambitious man or woman should learn import-export quickly. And, there are thousands of beautifully made imports obtainable at trifling cost abroad to sell in the U.S. by mail order. There are also great opportunities in exporting U.S. products.

Native villages in Africa, romantic Vienna, bustling Copenhagen, mysterious Hong Kong – yes, countryside hamlets and great cities all over the world produce fascinating products.

Using my plan, you don't have to travel abroad unless you want to. You don't even have to know a foreign language. And, there is no face-to-face selling in mail order.

I have proven this plan with 103 imports – and the opportunities for the sale by mail of thousands more are breathtaking in their possibilities. Hunting knives and binoculars from Germany, silverware from Sheffield, England – hand-carved art objects from Africa – all costing less than $1 abroad have values up to $5 or more here and are big sellers by mail order.

Monthly bulletins sent free to those who follow my plan show suppliers of new and desirable imports.

As I write this, I am receiving as many as 1,000 cash orders a day for imported clocks – all by mail order. They cost me only 63¢ and I sell them far below the U.S. market – a terrific bargain and a wonderful seller. And, I don't stock them as they are shipped direct to the buyers from abroad, *after I receive the cash.*

So you see, it is even possible to conduct a business of this kind without investing in merchandise.

Mrs. McGinn, one of my students in Illinois, operates a gift shop and sells Arabian perfume by mail order. F. Basler, N. J., sells Aztec bird feather pictures from Mexico to stores and by mail order.

You might ask, "Why do you let others in on your plan? Why don't you keep it all for yourself?" The answer is that items for import are countless. No one person could possibly handle even a small proportion of them. There's plenty of business in import-export for you and me and many others.

If you are sincere and really open-minded to a new and different opportunity – one which may change your whole idea of the kind of money you can make in your own full or part time business – write today for full details. Air mail reaches me overnight.

B. L. Mellinger, Director, Dept. G112B
1717 Westwood, Los Angeles 24, Calif.

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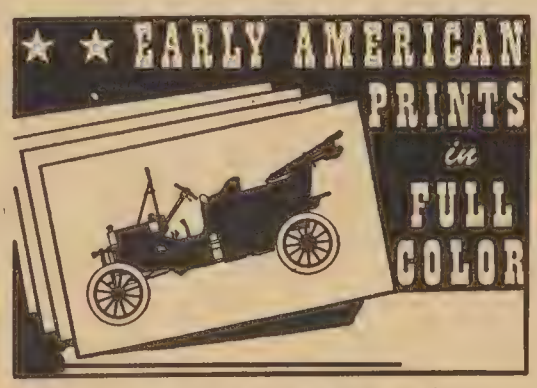

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READ WHAT OTHERS ARE SAYING—Investigate! "Would not take $1000.00 for secret...just what I have been searching the world over for," C.S., Nev.; "Making 75% of living expenses already in spare time," E.L., Ontario; "Made $80 first week—terrific opportunity"—W.S., Iowa.
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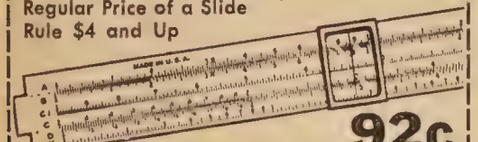

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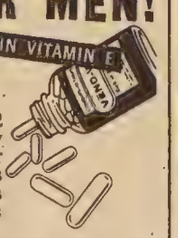

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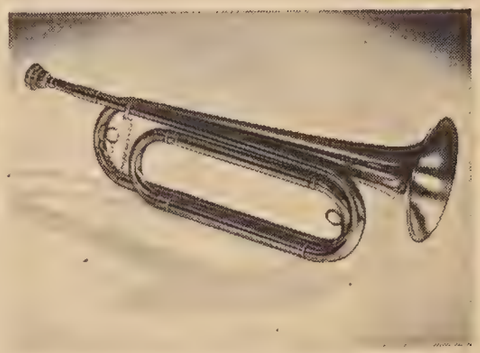
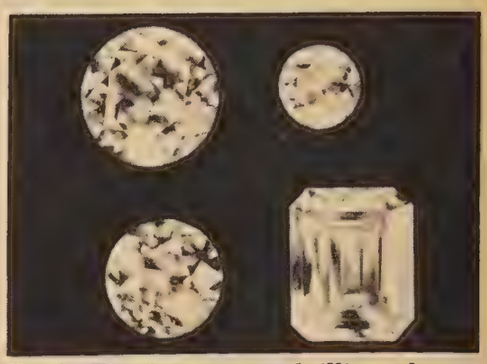
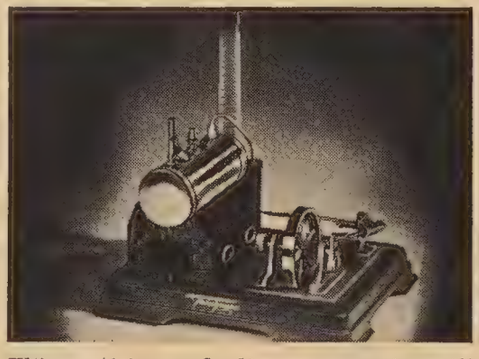


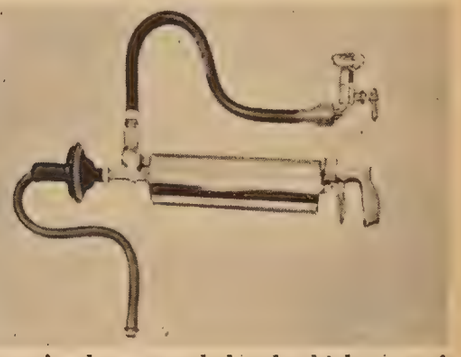
This handsome brass bugle is U.S. Army regulation and is brand new surplus. If you've ever seen an Army bugle you know they are made to last in any climate and under the toughest conditions—this one is no exception. It really sparkles, measures a full 16", has a nickel mouthpiece attached by chain. A solid bargain for $9.95 ppd. Prince Enterprises, 103 Park Ave., N.Y.



Here's Titania — more brilliant than a diamond and at only $10 per carat. The maker lists a 1-carat Titania in a masculine gypsy mounting at $28.50, and a 1-carat fishtail for the lady in a 14-carat mounting for $22.50. All prices plus 10% federal tax. Free ring size chart and brochure available. Write Regent Lapidary, Dept. AGP, 511 E. 12th St., N. Y. 19, N. Y.



This precision-made, live-steam engine will add realistic power to any operating model. Develops 1/30th h.p. at 1,000 r.p.m. Boiler is drawn brass and fittings are solid bronze. Has hand-throttle steam whistle and grooved pulley wheel. Operates off safe dry fuel and measures some 10". German-made; with fuel for initial run. $8.95 ppd. from Chabon Scientific, 60-A East 42nd St., New York.



If you've been struck by the high cost of plumbing repairs at your house, here's the item for you—the Plumber's Flushing Gun. Cleans out the most stubborn drain in a matter of seconds. Air-pressure on a solid shaft of water cleans up to 200′ of pipe, melting blockage with hammer-like blows. 30-Day trial. Write Miller Sewer Rod, Dept. PNF, 4642 N. Central Ave., Chicago 30, Ill.

Identify yourself on your stationery and personal items with this kit of 1,000 printed name and address labels. They'll take up to four lines of copy and can also be used on notes, books, packages and checks. Labels come in a handsome clear plastic container for $1 ppd. For your order, write to Tower Press, Box 591, Lynn 477, Mass.

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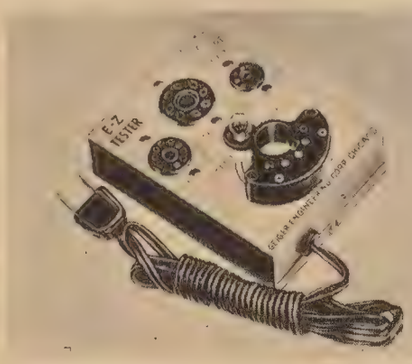

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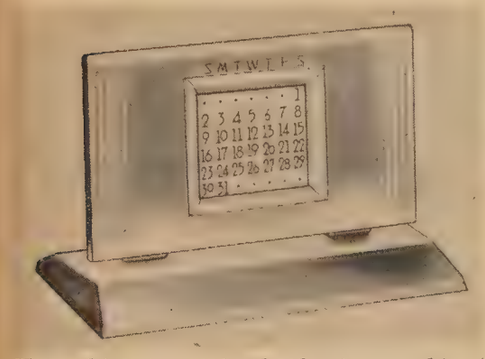

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Steve Maguire's

TRANSIT TOPICS

Waiting for departure time at the Philadelphia & Western's old Strafford terminus; motorman had not yet changed the destination board. (Service to this point ended March 22, 1956.) Station at the left is on Pennsylvania Railroad main line.

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

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IT HARDLY seems possible, but with the end of the last two Kansas City P.S. trolley lines a few weeks ago not a single "live" streetcar remains in the West between St. Louis and California!

Steve Maguire

There is one solitary trolley route down El Paso way on the Rio Grande border — not exactly Western — and you can still find Western traction lines in the areas of Los Angeles, the San Francisco Bay, Portland, Ore., and Vancouver, B.C. The latter two are doomed. Even before you read these pages, both will probably be crushed to death under the juggernaut of Progress.

All that is left for the KCPS is the juice freight service that operates over part of the Country Club line from Dodson, 85th and Prospect, where it connects with the Missouri Pacific, reports David Harleson, Jr., Kansas City, Mo. How long will the freight line last? We understand that MP officials looked it over but decided not to buy it because of its many grade crossings. There are dark hints that motor trucks may replace its electric locomotives.

The KCPS has donated one of its cars to the city for a museum piece in Swope Park and will eventually scrap the other 40 unless it finds a buyer for them.

THE ONLY air-conditioned streetcar in the world, No. 1512, the *Silver Sightseer,* built by the St. Louis Car Co. in 1946, began running this past midsummer in Washington, D. C., on the half-hour trip between the Capitol and Potomac Park in the District's transit system. Preceding it on the maiden run along Pennsylvania Avenue clanked an old hand-braked trolley that cleared the track and called attention to what was following.

No. 1512 is a beautiful PCC. It is silver-painted and fluorescent-lighted and has rubber-foam seats. Its passengers are lulled with tape-recorded music and are educated in points of interest by two trim hostesses. There are no hand-rails for standees. Conductors are under orders not to take aboard more riders than can be seated.

THE PERENNIAL question of commuter service in metropolitan areas was considered by the American Institute of Electrical Engineers at a recent session on suburban electrification, in Montreal, Canada. While admitting the need for better facilities to keep present customers and attract new ones, one speaker said commuter roads need community support in order to survive.

"The economic problems confronting the railroads in their operations of commuter service," said F. Perkinson of General Electric, "are basically the same as those associated with public transit systems in general. Inadequate fare structures, mounting operating costs, and declining patronage have brought the rail-commuter business to the point where it is questionable that its survival as non-subsidized, private enterprise can reasonably be expected . . .

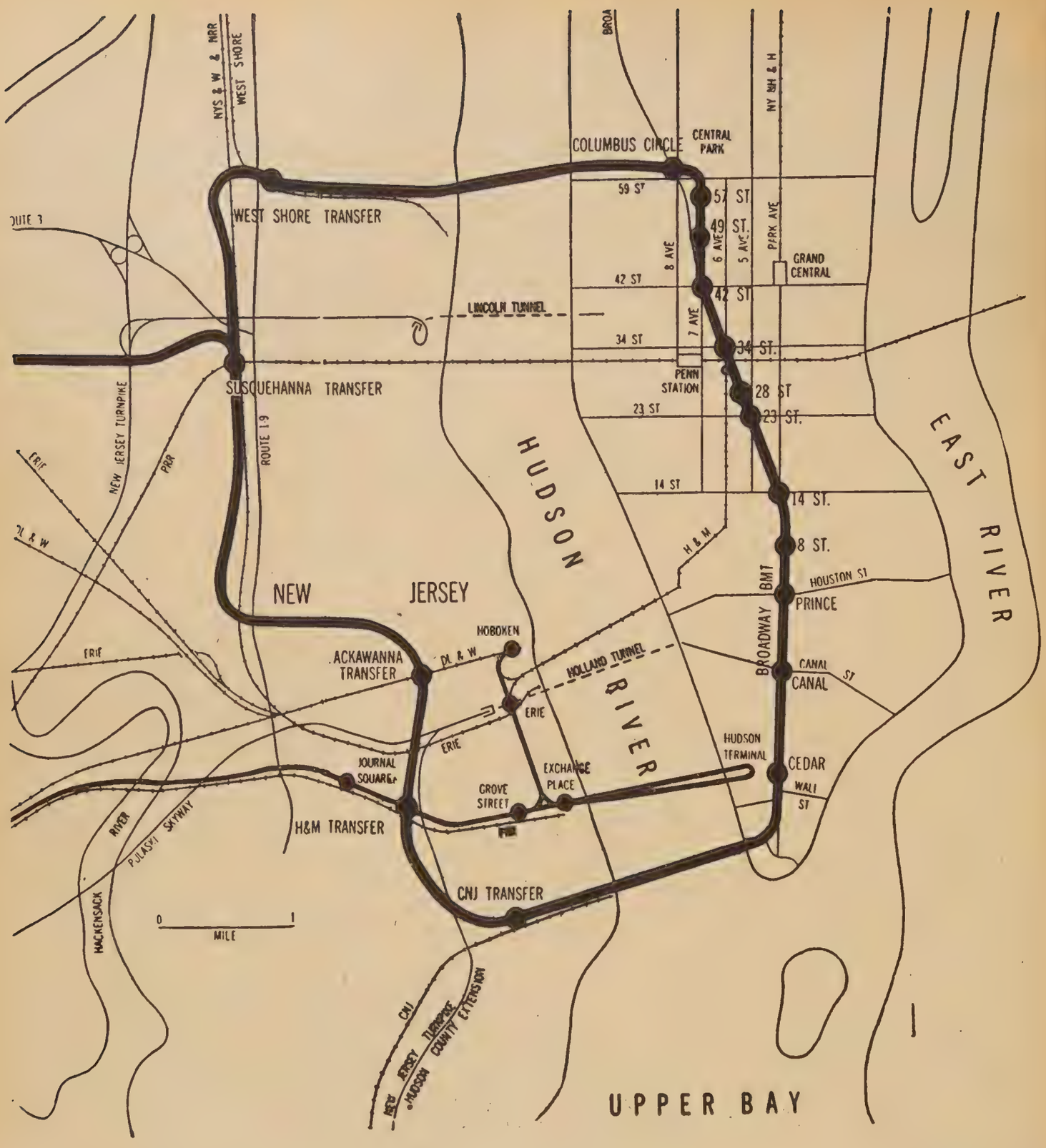
"Metropolitan-area transit must be brought under unified policy direction and management . . . Community subsidation is essential."

IN LINE with this statement, the Metropolitan Rapid Transit Commission offers a workable plan for handling the New York area's problem of rapid transit on a large scale. The plan would utilize portions of the city-owned subway system.

Briefly, it calls for operating a gigantic traffic loop between downtown Manhattan and Newark, Jersey City, and Hoboken, N. J. This loop would run

Stephen D. Maguire, 802 10th Ave., Belmar, N. J.

Kansas City Public Service loco No. 2 on Dodson line in 1954. With passenger service gone, we are wondering what the company will do with freight operation.



Newark Star-Ledger

Proposed rapid-transit loop, a New York subway extension into New Jersey, would have trains running in both directions.

under the Hudson River through two new tunnels to be bored and would serve stations built to connect with each commuter railroad. Railroad passengers would transfer to the rapid-transit system at these stations. For many thousands of commuters this setup would save much time by eliminating ferry rides across the Hudson.

Cost of the project is estimated at $400 million, mostly to build the two tunnels and buy New Jersey land for the right-of-way. In New York the route would use the Broadway BMT subway from the Battery at the southern tip of Manhattan Island to Central Park at 59th Street. Then it would turn west and dive under the river to New Jersey, tap the big railroad connections, and return by the other tunnel from Jersey City to the Battery.

The plan also contemplates improving and modernizing the underground and under-river Hudson & Manhattan Railroad to complement the proposed loop. You might ask why it does not utilize the H&M tubes to reach down-

Stephen D. Maguire

From memory's album: car No. 137 of the Chicago, Aurora & Elgin at Batavia, Ill. The company jolted a lot of people by shutting down its passenger service.

town New York. Well, for one thing, the H&M clearances are too close and its curves too sharp for New York subway trains. Furthermore, entry to the Broadway BMT subway would be far less costly at the Battery than in the downtown business area where the H&M now terminates.

Under the loop plan, one-way fare would be 30 cents. This would probably entail an annual deficit of about $12 million in operating cost, but, quoting Mr. Perkinson, "community subsidation is essential." The loss could be made up by real-estate taxes on the two New York and ten New Jersey counties that benefit most.

For a long time eight railroads have been funneling toward New York City via New Jersey, but only two of them, the Pennsy and the H&M, actually reach it by rail. Thus the plan is a logical answer to an urgent problem.

ABRUPTLY, with no advance warning to its employes or passengers, the Chicago, Aurora & Elgin shut down passenger service on its entire interurban line, leaving a great many commuters stranded and letting out 350 of its employes, also without notice. This raw deal was perpetrated before a final court ruling could be made on a commuter injunction plea against abandoning the line. A suit charging conspiracy has been filed against the company.

The interurban is located in a rapidly-developing suburban area where property values have risen to such an extent that the right-of-way alone is worth far more than the whole railroad in operation. Therefore, the stockholders and operators sought to cash in on profit from its sale instead of continuing to run the cars as a public utility.

Frank Ropinske, who heads a commuters' committee, says: "That is the way gangsters carry on. The Illinois Commerce Commission, which authorized the shutdown, took a shameful attitude, brushing aside our pleas when we had other evidence to offer."

The CA&E management has just sold the county three-quarters of a mile of its right-of-way for use in the Congress Street Expressway.

We thank Joseph Galloway, railfan of Toledo, Ohio, and author of the book *Interurban Trails,* for keeping us posted on the CA&E situation.

FRANCIS H. SHEPHARD, who died recently, had been assistant engineer of the pioneer multiple-unit control electrification of Chicago's South Side El under the late Frank J. Sprague, "Father of Electric Traction." He also won fame on such major electrification projects as Brooklyn's BRT El, the New York Central, the New Haven, the Milwaukee Road, and foreign lines.

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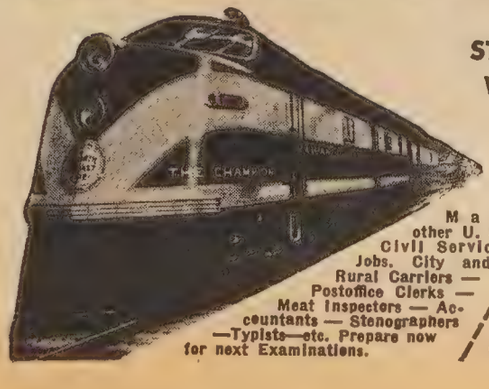

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S. Kobayashi, 17 Shiba-Shinbori, Minatoku, Tokyo, Japan.

Odawara intercity line of the Hakone Tozan Ry. in Japan: car 202, built in 1925.

WEST COAST rapid transit was given a great boost the other day when Governor Knight signed into law the California legislative bill creating a Metropolitan Transit Authority for the Los Angeles area.

It now appears that L.A. may finally be freed from the plagues of the pro-bus National City Lines' LATL local system and the even worse Jesse Haugh MCL lines that have whittled down vital rail routes to a bare minimum. A few such routes are still being operated, much against MCL's wishes, and they give fast, safe service without clogging the highways or adding to the smog.

If all goes well under the new Transit Authority, the city will buy LATL for $21,280,000 and MCL for $12 million. Eventually, we hope, a unified rapid-transit rail system—embracing el, subway, and open-cut operation with bus routes feeding into it—will emerge to give that area again the fine transportation it had years ago in Pacific Electric's heyday.

Incidentally, PE's last juice operation is a freight motor serving Hollywood industries, writes Ted Harrison, 1385 N. 13th St., San Pedro, Calif., an ex-PE motorman now in the freight service.

Thus far San Francisco has not acted on its recently-publicized rapid-transit scheme. Even the 60 PCC cars (supposedly former St. Louis P.S. equipment), which were promised for modernizing the Municipal lines, have yet to arrive.

Alan A. Jackson

Electric and steam trains meet at Epping, England. Here the London Transport tube (subway) terminates; an old iron horse provides shuttle service to Ongar.

A NEW trolley line was opened last summer by the Seashore Electric Ry. museum in Maine. Nearly a mile of additional track, with overhead catenary wire, was placed in service about three miles from the old Seashore location. The new line, known as Seashore Jct. Ry., is situated on U.S. Route 1 at the Boston & Maine overpass in North Kennebunkport. Relocation was prompted by the availability of a large parking area, which means the museum can now attract many passing motorists. Most of the 60 trolleys stored at the old site, Arundel Shops, can still be visited there by the public daily in summer, week-ends in winter.

JUICEFAN movie show Nov. 29 at 8 p.m. in YMCA auditorium of New York's Penn Station, 2½ hours for $1, sponsored by ERA. Proceeds will go toward car 8111 (former BMT, now at Branford, Conn., Museum) and ERA's Sprague Library. Program includes two films made by George E. Horn: (1) "Transfer to Yesterday," 80 minutes of trolley tours in areas between Coney Island and Yonkers, a film which took 20 years to make, 15 routes, 12 types of cars, tape-recorded sound track, and (2) Second Ave. El. Mr. Horn has made 30,000 feet of 16mm film of trolleys, els, subways. Besides being a subway motorman he edits ERA's historical publication, *Electric Railroads*.

NUMBER 202 of the old Fonda, Johnstown & Gloversville, a combination car, is up for sale at $200, reports Thomas E. Puglis, 20 W. 8th Ave., Gloversville, N. Y., who wants to hear from readers interested in financing the purchase of this car.

OVERSEAS reader Lucien Duquenne, 5 Ave. Republique, Paris, France, will trade postcard-size pix of European streetcars for those of Washington, D. C., Boston, Philadelphia, and Pittsburgh, same size.

LAST tram route in Uruguay, the suburban "E" line out of Montevideo, has ceased running, due to poor condition of tracks and equipment.

Collection of Stephen D. Maguire

Car No. 399 in Montevideo, Uruguay has just lost the last of its tram lines.

In Japan, local trolley operations have ended on three small city lines at Odawara, Asahikawa, and Ikao. A railfan, Shigeru Kobayaski of Toyko, reports that the Odawara cars are being rebuilt of steel and have been sold to the Nagasaki city system. Some Asahikawa cars have been sold to a line at Toyohashi. The Ikao trams were scrapped.

And at Recife, Brazil, no more trolleys! So says Seaman Raymond C. Miller of the SS. *W. C. Yeager*.

"We also called at Rio Grande," he continues, "and there we found a small system of about 5 routes still operating with single-truck cars of U.S. design, about 50 years old, having wooden bodies and hand brakes. The CFC Carioca tram line out of Rio crosses what may be the world's longest and highest trolley viaduct. (Editor asks: Did you snap a picture of it for us?) And in Santos, Brazil, the SMTC trolley system has just begun building their own closed cars at the rate of 3 or 4 a month to replace the single- and double-trucked open type."

COJIMAS branch of Hershey Cuban Ry., the only interurban left in the general region of Central America, has just been abandoned, reports Earl Clark, 2108 Hopewell St., Covington, Ky. For the present, at least, main-line service along 50 miles to Matanzas will continue. Earl wants to run a fantrip there next May. Interested readers, please write. He says Cuba is webbed with various railroads, most of which are sugar haulers, for sugar is Cuba's most lucrative industry.

SAVING of $36,915 will be made by Cleveland Transit System through the purchase of 57 new pantagraphs for its rapid-transit cars from Stemmen Mfg. Co., Germany, instead of from U.S. firms that asked $850 more per unit. So says Bill Vigrass, 1494 Cohassett Ave., Cleveland, Ohio. Fans want to know why Boston MTA doesn't consider the economy of imported pantagraphs. That system is losing more than $8 million a year, a loss which taxpayers have to make up.

REPAVING of East Hartford's Main Street with the Connecticut Company's old trolley tracks still in place probably sets a record in these days of bus operation. The rails no longer carry passenger cars, as they used to, nor is there any overhead wire, but two CC freight motors still make daily trips over 8 miles of track.

GOOD READING. *The Rockford & Interurban Ry.*, 84 pages dealing with local and interurban lines radiating out of Rockford, Ill., was written by Philip L. Keister and issued as Electric Ry. Historical Society Bulletin 22. It includes rare views of R&I cars, map, and roster. Available at $3 per copy from the Society, 7625 W. Gregory St., Chicago 31, Ill.

Similar in size, 8½x11 inches, is *Portland Railroad*, an illustrated history of Maine trolley lines by O. R. Cummings, author of "Trolley Town, U.S.A." in Aug. '56 *Railroad Magazine*. His *Portland Railroad* is a 42-page brochure in the Connecticut Valley NRHS *Transportation* series. (A later issue will add a roster, etc.) Copies may be had from Roger Borrup, Warehouse Point, Conn., at $1.50 each.

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Sacramento, Calif., date unknown: the old Sacramento Northern's diner-parlor car *Alameda* on M Street (now Capitol Ave.)

"Who can identify this trolley car?" asks a reader (who forgot to write his name or address on the back of the photograph).

Robert E. Heglund, 464 N. Washington Ave., Waukesha, Wis.

Hey, what happened? Milwaukee Rapid Transit car No. 65, headed for Waukesha, hit Duplex unit 43-44, which was crossing from eastbound to westbound track on its return trip to Milwaukee. No serious injuries resulted, but the line was tied up for several hours that February day in 1950 before the car could be rerailed.

nounces *The Orange Crosstown Line,* a 20-page booklet by Edward T. Francis, enriched with photos, roster, and map. It depicts a seldom heard-of rail network, the Orange & Passaic Valley, later part of N.J. Public Service system. R. S. Wendeling, 114 Oakley St., Roselle, N. J., sells copies at 50 cents each. We are glad to recommend this brochure and other histories of the all-but-forgotten trolley lines. They have value for us and for future generations.

Two unusual publications are available at 25 cents apiece by Light Ry. Transport League, 245 Cricklewood Broadway, London N.W. 2, England. The first, *Leeds City Tramway,* 12 pages, describes one of the few British streetcar companies still operating, plus many photos, map, and roster. The other, *Snaefell Mountain Ry.,* tells about a 5-mile trolley line that connects with the Isle of Man's electric railway. ●

Stephen D. Maguire

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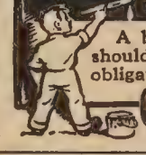

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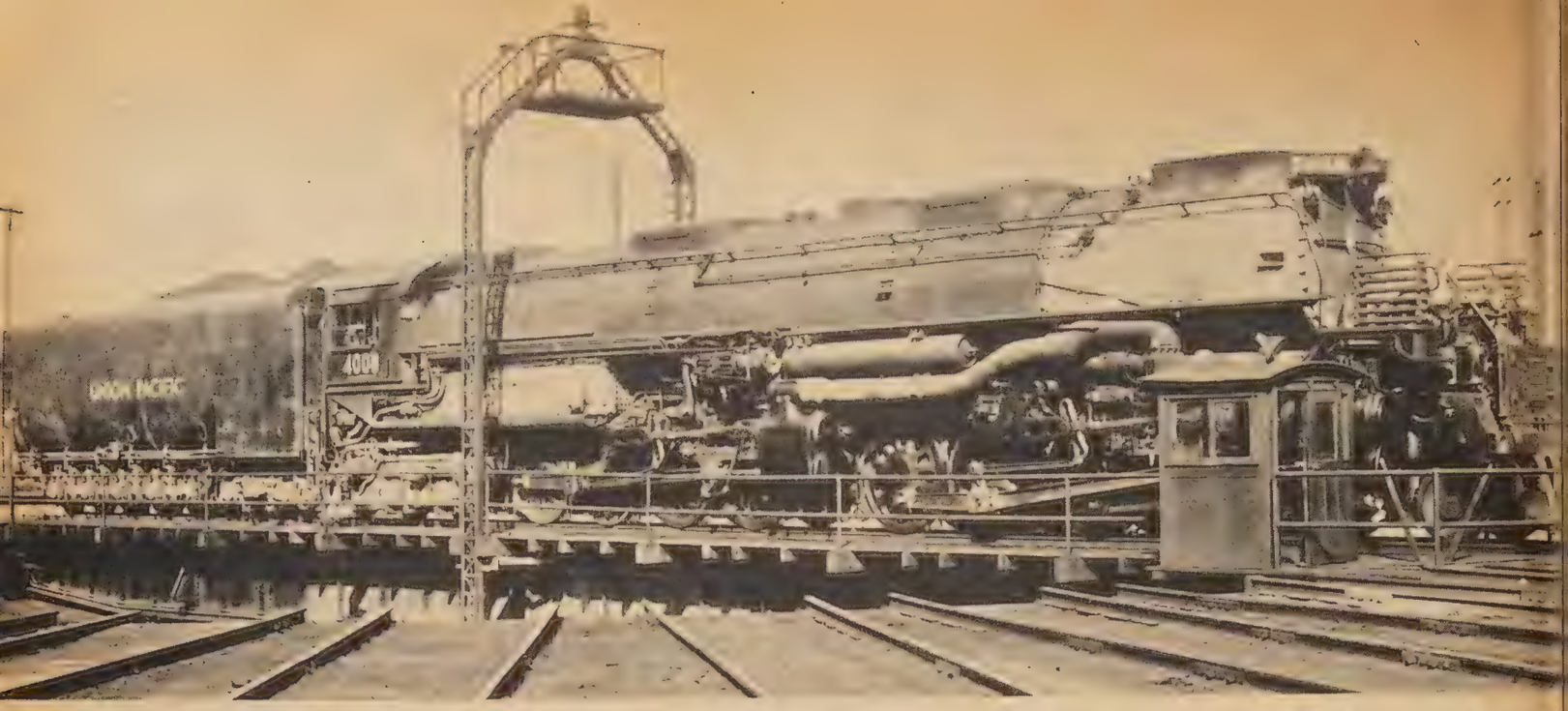

The Union Pacific's "Big Boys" (locomotives of simple articulated type) need a gigantic turntable such as this one at Ogden, Utah. Nos. 4008 and 4007 are shown here. Woman turntable operator was hired in critical period of World War II.

Union Pacific Railroad

Union Pacific Motive Power

Including Oregon Short Line (OSL), Oregon-Washington Railroad & Navigation Co. (OWRN), and Los Angeles & Salt Lake (LASL)

STEAM LOCOMOTIVES

Numbers	Owner	Cyls.	Drv.	BP	Engine Weight	TE	Bldr., Date
0-6-0 Switchers							
4420-4466	UP	19x26	51	200	154600	31290	BLW 1913-'20
2-8-0 (Consolidation) Type							
428-490	UP	21x30	57	200	187900	39450	BLW 1900-'03
533-618	OSL	21x30	57	190	197300	39290	BLW 1903-'07
733-749	OWRN	22x30	57	200	213000	43300	Alco 1907
6018-6072	LASL	22x30	57	200	220500	43300	BLW 1905-'07
6264-6358	UP	22x30	57	200	212800	43300	Alco 1904-'08
2-8-2 (MacArthur) Type							
1919-1938	UP	23¾x30	57	190	265600	47940	BLW 1911-'12
2005-2006	OSL	23¾x30	57	190	270400	47940	BLW 1911-'12
2120-2168	OWRN	23¾x30	57	200	267800	50460	BLW 1910-'18
2206-2295	UP	26x28	63	210	288700	53620	BLW 1911-'18
2497-2498	UP	26x28	63	200	290800	54700	Alco 1918
2520-2521	OSL	26x28	63	210	286100	53620	Alco 1912
2537-2541	OSL	26x28	63	200	292000	54700	Alco 1918-'19
2555-2564	OSL	26x28	63	210	300000	53620	Alco 1920-'21
2711-2733	LASL	26x28	63	210	286100	53620	Lima 1917
2-10-2 Santa Fe) Type							
5014-5078	UP	29½x30	63	200	397100	70450	BLW 1917-'23
5301	OSL	29½x30	63	200	382100	70450	BLW 1918
5307	UP	29½x30	63	200	397100	70450	BLW 1923
5316	OSL	29½x30	63	200	384800	70450	BLW 1923
5511	UP	29½x30	63	200	387100	70450	BLW 1923
4-6-0 (Ten-Wheeler) Type							
1243	UP	19x24	57	165	148500	21300	Cooke 1890
4-8-4 (Northern) Type							
800-817	UP	24½x32	77	300	460600	63500	Alco 1937
821-844	UP	25x32	80	300	486300	63800	Alco 1939-'44
4-6-6-4 (Challenger) Type							
3700-3717	UP	21x32	69	280	627900	97350	Alco 1943-'44
3800-3839	UP	22x32	69	255	594600	97400	Alco 1936-'37
3933-3949	UP	21x32	69	280	634500	97350	Alco 1944
3950-3969	UP	21x32	69	280	627000	97350	Alco 1942
3985-3999	UP	21x32	69	280	633500	97350	Alco 1943
4-8-8-4 (Simple Articulated) Type							
4000-4019	UP	23¾x32	68	300	762000	135370	Alco 1941
4020-4024	UP	23¾x32	68	300	772200	135370	Alco 1944

Challenger type 3936 leaves Denver with long freight bound for Laramie, Wyo.

Richard H. Kindig, 3831 Perry St., Denver, Colo.

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Mirrored in the limpid water of a trackside stream is No. 214 wheeling a string of covered hopper cars out of Westvaco, Wyo.
Union Pacific Railroad

Union Pacific Railroad
Northern type No. 830 steams majestically out of Denver with the *Portland Rose*, its two-tone gray cars lettered in yellow.

B. F. Cutler, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

No. 57, a turbine-electric locomotive operated with propane gas, and tank tender.

GAS-TURBINE LOCOMOTIVES

51-75	——	4500	40	551000	137900	GE 1952-'54

DIESEL-ELECTRICS

PASSENGER ROAD LOCOMOTIVES

Numbers	Bldr's Class	HP	Drv.	Total Weight	TE	Bldr, Date
986-999	E-3	2000	36	323000	54500	EMD 1946
925-942	E-8	2250	36	332000	55900	EMD 1950-'53
922-B-949-B	E-8	2250	36	338000	56800	EMD 1953
900-974-B	E-9	2400	36	338000	56800	EMD 1954-'56

FREIGHT ROAD LOCOMOTIVES

100-129	F-7	1500	40	249000	62300	EMD 1953
775-784	F-7	1500	40	363000	90800	EMD 1953
130-299	GP-9	1750	40	246000	61600	EMD 1954
130-B-204-B	GP-9B	1750	40	244000	61000	EMD 1954
1400-1499	F-3	1500	40	248000	62100	EMD 1947-'52
1400BC-1498BC	F-3	1500	40	247000	61800	EMD 1947
1500-1528	F-3	1500	40	247000	61800	EMD 1947-'48
1500BC-1528BC	F-3	1500	40	248000	62100	EMD 1947-'48
1550-1563	F-3	1500	40	246000	61600	EMD 1948-'49
15550BC-1562BC	F-3	1500	40	247000	61800	EMD 1948-'49
1600-1643	FPA-1	1500	40	248000	62100	Alco 1947-'48
1600BC-1642BC	FPB-1	1500	40	246000	61600	Alco 1947-'48
600-607	——	2000	40	355000	59300	Alco 1947-'49
600B-607B	——	2000	40	350000	58500	Alco 1947-'49
650-657	(built	2000	40	354000	61800	F-M 1945-'48
650B-656-B	by Erie)	2000	40	354000	61800	F-M 1945-'48

HEAVY DUTY LOCOMOTIVES

1360-1370	H20-66	2000	42	253000	63400	F-M 1947

ALL-PURPOSE LOCOMOTIVES

1325-1329	H-15-44	1500	42	247000	61900	F-M 1948
1340-1342	H-16-44	1600	42	248000	62000	F-M 1940

ROAD SWITCHERS

1291-1295	RS-3	1500	40	250000	62500	Alco 1947-'49
1280-1290	RS-3	1500	40	274000	48000	Alco 1947-'48
1250	DRS4-4-15	1500	42	283000	47100	BLW 1948
1260-1265	AS-616	1600	40	326000	81500	BLW 1952

TRANSFER LOCOMOTIVES

1870-1877	TR-1	1200	40	{495000	123800	EMD 1951
1870-B-1877-B	TR-1	1200	40	{Cow & Calf		EMD 1951
1000-1095	NW-2	1000	40	250000	62500	EMD 1939-'48
1800-1866	SW-7	1200	40	246000	61500	EMD 1950-'53
1100-1198	S-2	1200	40	246000	61500	Alco 1943-'56
1200-1210	DS-4-4-1000	1000	40	240000	60100	BLW 1943-'48
1300-1304	H-10-44	1000	40	244000	61000	F-M 1945-'47

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RAILROAD HOBBY CLUB

by Sy Reich

Robert L. Beekman, 811 W. 6th St., Ft. Lauderdale, Fla.

The Florida East Coast's old 153 is still operating about nine miles south of Miami.

DOWN IN FLORIDA, the Miami RR. Historical Society has a locomotive, No. 153, and 3½ miles of rock-ballasted track and five sidings, located on the site of the old Richmond Air Base and connecting with the Seaboard Air Line, about 9 miles south of Miami. The 153 is spotted on University of Miami South Campus. This 4-6-2 passenger type was built by Alco in 1912 for the Florida East Coast and was used on the famous old extension to Key West.

Sy Reich

At the time the FEC bought her, the name of each hogger who had enough seniority to work the entire year was engraved on a metal plaque attached to the cab. No. 153 was assigned to Gilbert Trotten. In 1928 she handled President Calvin Coolidge's special. After 18 years of excellent performance she left FEC, and worked for U. S. Sugar Corp. at Clewiston, Fla., until the sugar line was fully dieselized.

Then, through the efforts of Robert L. Beekman, William J. Godfrey, JJr., and Dr. Jay Pearson, president of the University, the sugar outfit donated this engine. The group thereupon formed the Society to operate her. Trackage was made available through a 50-year lease held by the University. Members cleaned and repaired the old girl and have been running her by steam since last March 17th.

The Society has no rolling stock but hopes some road will donate or sell it an outmoded car. Any steam fan over 21 is eligible to join but only if the present membership unanimously approves. Dues, $10 a year. No initiation fee. Sponsors are members who donate $100 or more in cash, services, or equipment, plus annual dues. Any member or guest may operate the locomotive while a qualified engineman is in the cab.

Among the active members are four women and several railroaders. The Society functions throughout the year, especially in winter, operating its engine the first Sunday of every month and each succeeding Saturday. Bill Godfrey is president. Further information may be had from Lois C. Beekman, assistant secretary, 811 S.W. Sixth St., Ft. Lauderdale, Fla.

STEAM POWER

MOVIE, *The Old C&S and Engine No. 9*, showing Colorado & Southern narrow-gage, Denver to Leadville, in early 1930's before line was abandoned—45 minutes of authentic facts and steam sounds—available to fan clubs, schools, civic groups, etc. Write Major Helen Tatum, USMC, 1100 S. Broad St., Philadelphia 46, Pa.

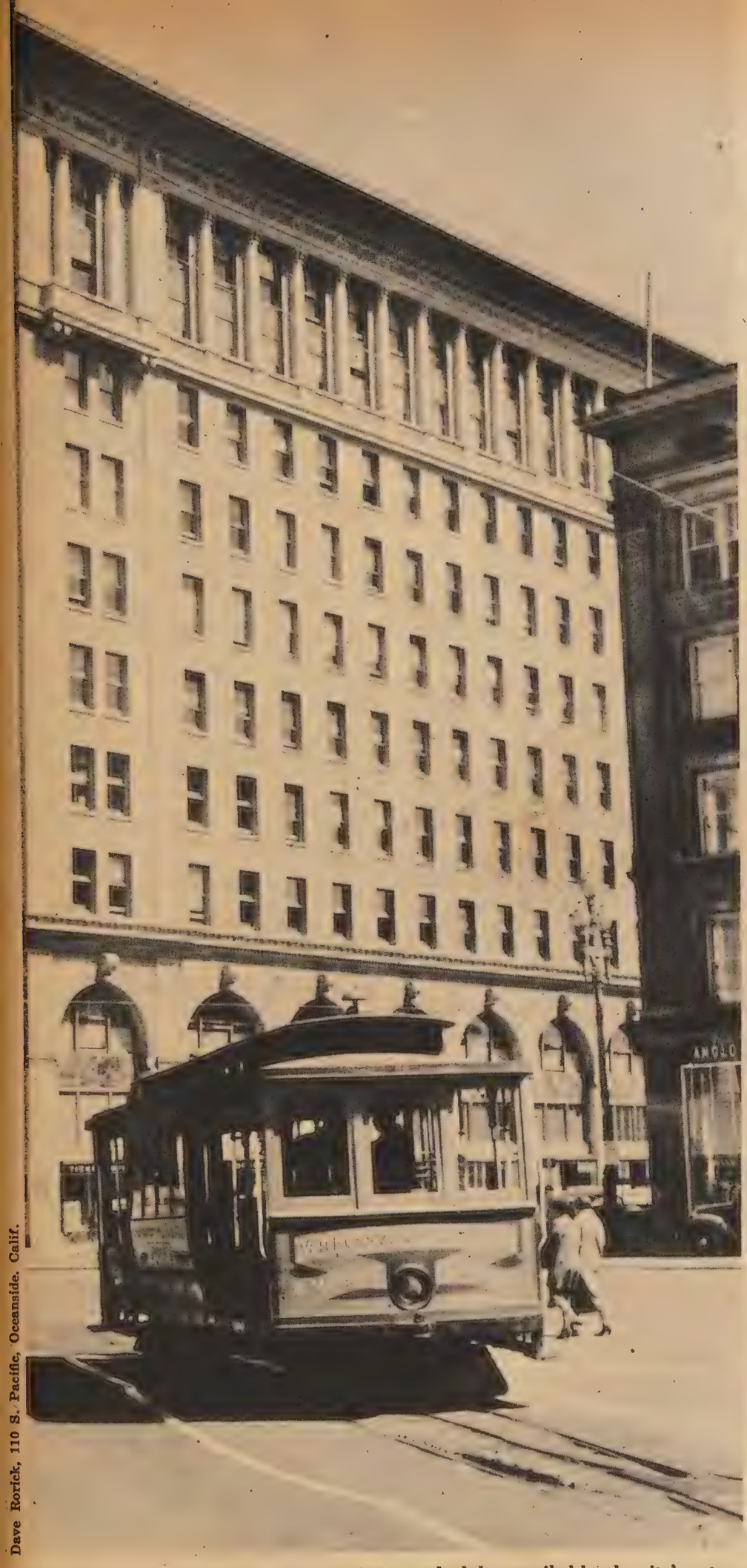
Current steam power not mentioned by Mr. Jones in his Texas tour is reported by Robert Cunningham, 707 N. Main St., Jasper, Texas. There is an ex-SP 0-6-0, No. 7, working in Dallas Union Station passenger coach yards. Burlington No. 408, an FW&D light 2-8-2, is switching at Fort Worth, while No. 454, a heavy 2-8-2, is now on stand-by duty. No. 458, another heavy 2-8-2, is switching at Wichita Falls. And in Colorado some 900 Class steamers are working extra on the Burlington (C&S).

How about a list of steam-powered locomotives working today in amusement parks of the U. S. and Canada? Start with No. 400, a 4-6-4, at Fort Worth, Texas. Ohere's a diamond-stacked eight-wheeler in *Adventure Town*, a recreation of the Old West at Alexandria Bay, N. Y., in the Thousand Islands region. Come on, fans, send us additions to this list!

Last of Northern Pacific's 12 massive Z-5 Yellowstones was scrapped recently. When built, these articulateds were the world's largest. Alco built the first one in 1929, Baldwin the other eleven in 1930.

Chesapeake & Ohio has presented 2-8-2 freight-hauler No. 2727 to the Museum of Transport, St. Louis, which now has 15 steam engines on display. Alco built her in 1943.

"Stop luring steam fans into Pittsburgh area," writes Jim Edmonston, 3216 Pickwick Lane, Chevy Chase, Md. "The 20-odd Pennsy 2-10-4's stored in Pitcairn yards haven't turned a wheel



Dave Rorick, 110 S. Pacific, Oceanside, Calif.

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this year. The only steam locos operating in the area are three switchers at Duquesne Slag Co. and two fireless 0-8-0's at the Mesta Machine Co., none of which is very photogenic.

"Pennsy steam power is operating at Enola and Cumberland, Pa., and Camden and South Amboy, N. J.; and B&O steam in W. Va. at Benwood Jct., Grafton, Fairmont, and Parkersburg, and in Ohio at Cincinnati, Holloway, Cambridge, Zanesville, Newark, and Chillicothe."

Photo on page 14 was taken in Detroit from Ambassador bridge overlooking Pere Marquette (now C&O) roundhouse back in the days when PM used steam power.

PENNSY FANTRIP

OCT. 20, sponsored by Washington Chapter NRHS to Northumberland, Pa., Pennsy rail museum—a section of operating engine terminal set apart for storage of inactivated locos and cars.

Schedule calls for ride over an electrified freight-only branch, 1½-hour stop at Northumberland, plus hour stops at the Safe Harbor Hydro-electric Development (near Conestoga) and Enola, the nation's biggest freight yard, reached by crossing the world's longest stone arch bridge.

Leave Washington 8:05 a.m., Baltimore 8:45 a.m., EDT. Nine air-conditioned coaches, specially-equipped baggage car, refreshment car, and open-platform obs. car with 31 reserved seats, drawing-room for 5. Coach fare from Washington $9, children $4.50. For other fares, etc., write NRHS Trip Committee, P.O. Box 487, Washington 4, D. C.

RAILROAD ARTIST

IF YOU ever see a small female figure in blue jeans and a white engineer's cap squatted along the right-of-way or in a yard, painting a railroad scene, she is probably Elizabeth Tone, the only girl we know of who takes railroad art seriously. Elizabeth comes from a railfaring family on both sides. Her parents, both grandfathers, and an uncle were New Haven employes.

Elizabeth Tone

"When Dad was courting Mom," she told us, "and their families met for the first time, the two fathers exclaimed in unison, 'I know you!' It turned out that both had worked in the same engine-house for years.

"Naturally, with such a background, the railroad bug bit me at a tender age. Early one morning, while I was out walking with Dad, a New Haven freight train roared out of the Cedar Hill yard and onto the eastbound main. A 2-8-4 thundered across the overpass above us, fighting to get a roll on the 100-odd cars she was hauling, and a tower of smoke at the rear marked a helper engine. That did it. Thereafter I would ride my bike down to the railroad at least once a week to hang over fences and bridges, sketching.

"Later, we moved to Boston. I enrolled in an art school there and concentrated on the Boston & Albany

New York & New England 183 pulling "white train" (painted by Elizabeth Tone).

Railroad. After school I would wait near Beacon Park Yard and watch the light engines backing into the city to get their trains for the commuter rush. It was a fine place to sketch iron horses and get to know some of their crews.

"One day a young fireman gave me a ride in the cab of No. 583, a stoker-fired Pacific type, Class K-14g. I sat behind him on the seatbox as we headed out the four-track main, stopping at every station en route, and he gave me a lesson in stoker-firing. At Riverside we pulled into the yard, took on water, sat for about half an hour, and then backed down to the station again. After that we rolled along the Highland branch, an unforgettable experience, and all too soon arrived at journey's end.

"Then I began to sketch in the yard. One day I painted Tower F, the armstrong tower that controlled the east end. Next the coal pocket, the sandhouse, and so on. At first the railroad men would watch me with surprised disbelief but eventually would offer to help. The general foreman of the enginehouse said: 'When the weather gets too cold for you to work outside, come indoors and we'll fix it up so you can sketch some of the engines.' "

And that's how Elizabeth started painting railroad pictures. It wasn't long before she became a professional artist, doing work for Boston & Maine newspaper ads, billboards, etc. In time she learned to draw such intricate mechanisms as valve gear and even diesel running gear.

"Once," she says, "I painted a B&M Mogul and showed a few wisps of steam streaking back from the cylinders to give the effect of motion. Ollie Lewis, B&M roundhouse foreman, looked at the picture and bellowed: 'My cylinder packin' leakin'? Never!' That was the last time I added extraneous steam."

The search for realism reminds us of another artist, Rosa Bonheur, whose greatest painting, *The Horse Fair*, is hung in New York's Metropolitan Museum of Art. There is a story behind that masterpiece. In her day (1822-'99) the training and sale of horses was regarded as work for men only, but Rosa disguised herself as a man in order to get behind the scenes at a horse fair without attracting attention. As a result, she painted the canvas that made her world-famous.

Coming back to Elizabeth Tone, this pert young lady is now free-lancing. She specializes in railroads, trolleys, and other industrial subjects. As a side line she makes and sells locomotive and interurban Christmas cards. Her 1957 cards feature B&M engine 934 (4-4-0), New York & New England 167 (4-4-0), B&A 254 (4-4-0), Maine Central 376 (4-6-0), and Lehigh Valley Transit car 812, a high-speed interurban. A sample and price information will be sent to anyone addressing her at 55 Vandam St., New York City, if you enclose a self-addressed stamped envelope. ●

RAILROADIANA

ITEMS in this section are printed free, in good faith, but without guarantee. Write plainly. Word limit 28, except entries dealing with back numbers of our magazine. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N. Y.

Use abbreviations. For example, *tts.* (public timetables) and *emp. tts.* (employes' operating timetables).

If you wish to be listed as desiring pen pals you must state which phases of railroading interest you the most and with whom you want to correspond.

SWITCH LIST

JIM ADY, 130 S. 5th St. E., Apt. 302, Salt Lake City, Utah, buys emp. tts., tts., adv. pamphlets of Western rrs. and steamship lines prior to '35.

C. T. ANDREWS, 1502 Lehigh St., Easton, Pa., sells rr. station pix. List for 3c stamp.

JOHN AARDEMA, 114 16th Ave., Paterson, N. J., wants pix McKeen cars, esp. Erie 4001 and small rds., also interstate locos.

DICK BALTULIS, Box 367, Waltham, Mass., writing Mass. Cent. history, will buy or borrow pix, etc., of that rd.

EDW. BAUMGARDNER, 26 West End Ave., Oneonta, N. Y., will buy Woodstock Ry. tts., tkts., passes, posters, reports, etc.

LEROY BEAUJAN, Canaan, Conn., will sell 3½'x2' wooden framed builder's photo Rogers 4-4-0 No. 3525, or trade for any CNE items.

G. H. BERRY, 2120 E. 40 Ave., Vancouver, B. C., Canada, wants plans and specs for Pennsy Atlantic type 7002 to build model.

ELMER BRASWELL, 1581 Melrose Dr., Atlanta, Ga., sells elec. pix Ga. Power, PE, Havana, 3 x 4, 20c ea.

RON BRAZIL, Perryville, Ark., sells rr. pix and literature. List of line interested in for 3c stamp.

HARRY BRITZINS, 6135 SW Kelly Ave., Portland, Ore., wants Equip. Register '20 and '39, good cond.

W. BROSCHART, 13 E. Moore St., Hicksville, N. Y., sells pix of elec. lines, buses, ferries, steamships, 1940 to date, 10c ea. Also sells color slides.

F. A. BROOTHEN, 1626 4th St. N., Fargo, N. Dak., will sell tts., pix, back issues rr. magazines. List free.

R. BUCKHOUT, 851 Springfield Ave., Summit, N. J., will sell these Railroad Magazines, best offer for lot: all '31 exc. Apr., June, July, Dec.; Dec. '42, Sept. '46, Nov. '52; all good cond. Also Apr. '31, Aug. '42, Aug. '44, slightly clipped.

GEO. CAMPBELL, 416 S. Jenison, Lansing, Mich., will trade pix, info. on Mich. United-Mich. Ry. interrurban line.

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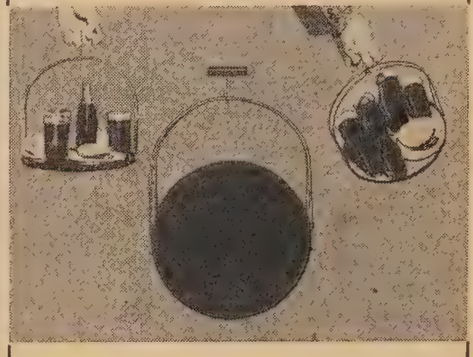

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Mrs. AL CHAMBERLAIN, 332 W. 79 St., Seattle, Wash., sells pix West Coast logging rds., covered bridges, stations, lighthouse, back issues rr. magazines.

DAVE CHAMBERLAIN (age 17), 415 E. Vine, Union City, Tenn., wants pix, NKP, GM&O, IC steam. Wants railfan pen pal 17 or over.

LOUIS CHAMPEAN, 31 5 St., Bridgeport, Conn., wants Conn. Co. roster and pix.

RUSS CHRISTENSEN, 157 Manor Pkwy., Rochester, N. Y., wants Trains album 17; also pix PRR steam, diesels, elec.

H. CLAUSEN, 5007 4 Ave., Brooklyn, N. Y., will trade NY&OW emp. tt. dated 1914 for NYO&W tt. and emp. tt. 1930-'35.

CECIL COOK, 3100 E. Ovio, Des Moines, Iowa, will sell size 616 and 120 negs. of Ark., Mo. steam power or trade for short-line steam.

BOB COOKSON, RFD 1, Newtown, Conn., wants Dec. '29, Jan. '30 Railroad Magazine; has back issues to sell or swap.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., sells railbooks, mags., other railroadiana. Big list free to anyone specifying his interests.

TOM DE FAZIO, 2731 S. 12 St., Philadelphia, Pa., will trade original steam color slides. Details for 3c stamp.

DON DIETRICH, 3427 N. 24 Pl., Milwaukee, Wis., will sell emp. tts., annual reports. List for 3c stamp.

RAY GABRIEL, 90 Edgemont Rd., E. Braintree, Mass., will buy negs and pix RGS "galloping geese," frt. and passenger cars.

M. P. GARNEY, 1031 N. Penn, Indianapolis, Ind., offers 3000 annual rr. passes 1856-1920, 17c to $3.50 ea.

JERRY GAYDEK, 9300 Grandville, Detroit, Mich., will trade size 616 pix of CPR 2-8-0 for any size pix of other steam locos.

DON GESTEFELD, 3 Coming St., Charleston, S. C., will sell pix Charleston Union Sta., last SAL tr. to Savannah, last pass. tr. to serve Charleston. Wants pix of Sou. Ry. No. 23.

BILL GIOLMA, 378 Royalmore Ave., Richmond, B. C., Canada, trades and sells size 616 negs., pix steam, diesel, elec. Answers all mail.

CHAS GOETHE, 1108 SE 7 St., Ft. Lauderdale, Fla., will sell 8 x 10 trolley and interurban pix 30c ea. plus postage while they last.

ALAN HANSIS, 4440 S. 35 St., Milwaukee, Wis., wants color slides, pix, negs., movies of Milw. Elec. city and interurban lines; also juicefan publications.

BILL HELMER, Agricultural and Technical Institute, Morrisville, N. Y., will buy or borrow anything on NYO&W, incl. reminiscences, for research.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md., sells 4x5 pix B&O, Pennsy, N&W, others. List for 3c stamp.

AL HORNSTEIN, 1107 B 9 St., Far Rockaway, N. Y., wants to correspond with agent or info. clerk GCT New York.

RAY JENSEN, 11426 N.E. Shaver St., Portland, Ore., will sell Railroad Magazine '33-'57, all good cond.

R. W. JENNINGS, 13 Cliff Ave., Scituate, Mass., sells 35mm negs of NTA, B&M, NYC, NH, 15c ea. on approval.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., sells back issues Railroad Magazine, Trains, other mags. Lists for stamped env.

SHELDEN KING, R. D. 3 (Magee), Waterloo, N. Y., sells 24 page booklet Trolley Pictures of Finger Lakes Region, 60c postpaid.

PETE KORN, 3572 Dekalb Ave., Bronx, N. Y., sells back issues Railroad Magazine, Trains, others. Wants pen pals interested in signalling and elec. rrs.

C. KOWAL, 2743 W. 55 St., Chicago, Ill., will trade obsolete South Mt. RR bond of 1878 for reprint copy of Mod. R'er vol. 1, or sell, $3.50.

Mrs. MAUDE LANDER, 115 Story St., Boone, Iowa, will sell photo eqpmt. cheap, due to death of husband. Details for 3c stamp.

ELVIN LIQUE, 917 N. 3 Ave., Wausau, Wis., sells p.c.-size pix steam, diesels, tts., emp. tts.

JOHN MACLEAN, 542 Cranbrooke Ave., Toronto, Canada, sells 35mm color slides U. S., Canadian, Australian, British, Irish, Japanese, Swiss rrs. 35c ea. List and sample 35c.

M. D. MEYER, 238 W. Water St., Brillion, Wis., sells pix elec lines 10 for $1.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., sells pix SP, UP, PRR, B&O, AT&SF, D&RGW, steam and diesel. Sample, list 50c.

WARREN MILLER, 336 Marlow Dr., Oakland, Calif., will buy 25 or more steam negs., all rrs. Write first.

J. MURRAY, 33-R Winthrop St., Rehoboth, Mass., will sell compl. amuse.-park-size steam train, track. Pix, details $1 (refundable).

JIM MURRAY, 31 Mt. Pleasant Ave., Belleville, N. J., sells boxcar-shaped mailboxes, $10. ea. Write first.

W. C. MORNINGSTAR, 80 N. Liberty St., Delaware, O., will buy new wooden adv. pencils of rrs. and Trolley lines. Quote prices.

ANDY PATRICK 3541 E. 133 St., Cleveland, O., sells steam pix B&O, NKP, CV, or trade for steam negs. pref. eastern rrs.

O. G. PECTAL, 281 Beckley Rd., Berlin, Conn., will sell p.c. size pix, tts., tkts., passes of Housatonic RR, NH, other NE rrs. Send for list.

RALPH PHILLIPS, 17 Eden St., Salem, Mass., will buy original steam color slides Santa Fe, NYC, C&O, New Eng. rrs.

ROBT. PESSEK, Box 137, RR 2, Hutchinson, Minn., will buy GN steam pix and negs., also Aug. '43 Railroad Magazine, good cond.

T. E. PUGLIS, 20 W. 8 Ave., Gloversville, N. Y., wants pix and info. trolley lines around Albany, Schenectady, Troy, N. Y.

HARRY QUICK, 420-A, Riverside Dr., Cranford, N. J., needs some Railroad Magazines since '36 to complete le. Offers in trade 70 dupl. issues, good cond. What have you? Answers all mail.

JOE SAITTA, 114-40 209 St., Cambria Hts., N. Y., wants size 116 pix PCC cars DCT, El Paso, NYCTA, LATL, PE, San Diego, BTC, etc. Send on approval.

JOE SCHNIEDER, 2701 Valentine Ave., New York, N. Y., wants NYCTA schedules, general orders, roll signs, pix, plans, etc.

KEN SCHRAM, 122 Pennsylvania, Leslie, Mich., will sell to highest bidder Poor's book Denver, South Park & Pacific. Minimum bid $50.

DAVE SHAYER, 432 Lawrence Rd., Havertown, Pa., wants pix LVT, P&W, PST, trolleys; LVT roll signs.

JON SINKULS, age 12, 1802 E. 3rd St., Mishawaka, Ind., wants to correspond with interurban or diesel engineman.

H. K. VOLLRATH (L&A train disp.), 2524 Meriwether Rd., Shreveport, La., selling 10,000 size 616 and p.c. loco pix, US rds. some foreign. List and sample 15c.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., will make copy negs. size 124 from any size rr. pic, $1 ea.

OTTO WEISS, 32-52 34 St., Long Island City, N. Y,. Wants pix Lehigh Traction cars in Hazelton; also mining rrs.

GARY WILSON, 353 Penn St., Pasadena, Calif., sells 11 p.c. size steam pix for $1.

WALT ZULLIG, 475 Oak Ave., Maywood, N. J., wants pix NYS&W.

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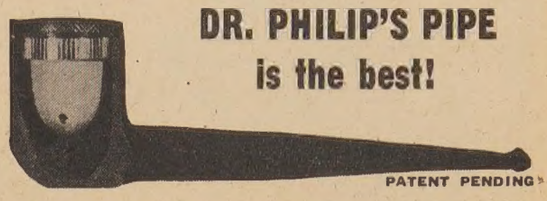

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LEO BROADSTREET, 526 W. Missouri St., El Paso, Tex., has AF operating boxcar, magnet crane, oil well, to sell or swap for non-op. AF pass. cars, depot, etc.

RUSS CHRISTENSEN, 157 Manor Pkwy., Rochester, N. Y., will trade unused Lionel eqpmt. for HO diesels.

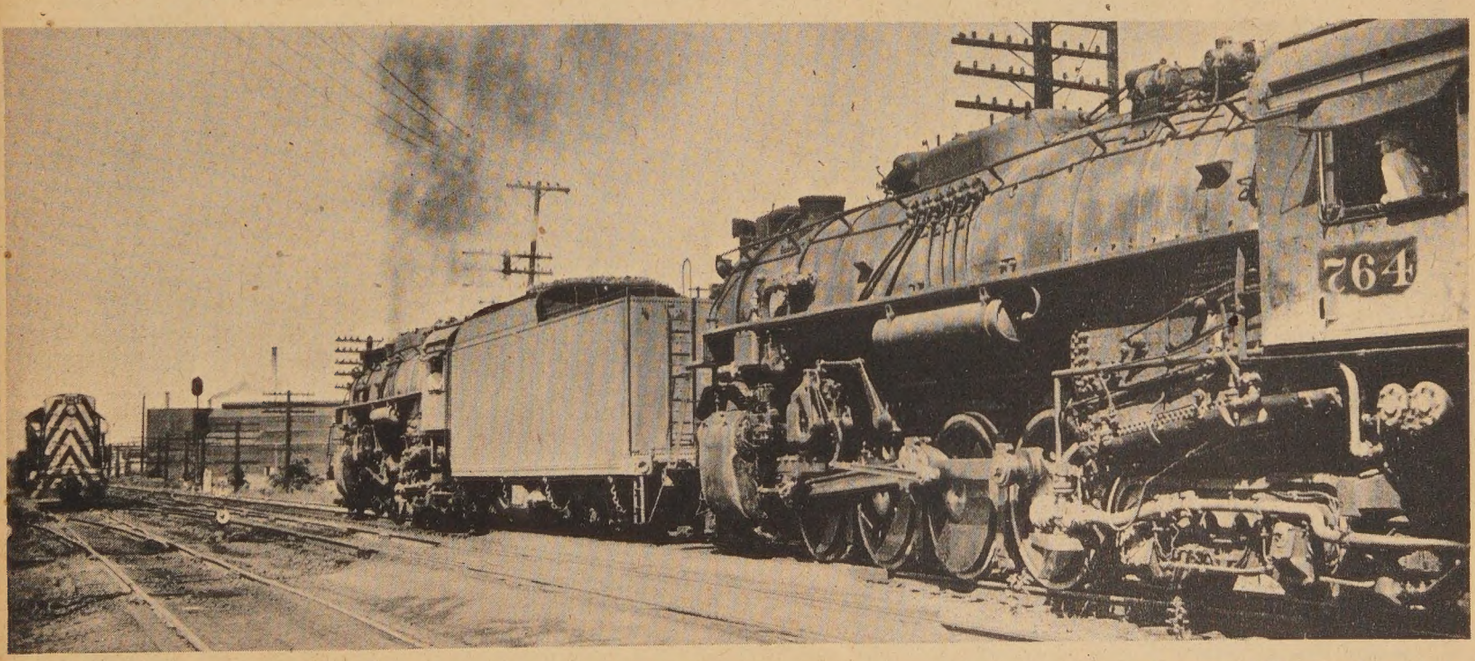
WM. OLES, 833 W. College Ave., State College, Pa., will buy Lionel 2600 pass. car and high ¼-in. steel rail.

O. A. PARRIS, 1019 13 St., Bremerton, Wash., will buy or trade OO gage 4-6-2 kit, brass auto cars or Nason aluminum boxcars, Pennsy M-1a cast bronze boiler.

TOM WELLING, 7 Langton Rd., Headstone Harrow, Middx., London, England, will trade HO, OO gage eqpmt.

KENDALL WILKES, 630 Baltimore Ave., Redford, Va., will sell Marx 999 loco, frt. tr., extra trk., compl., good cond., $10. Answers all mail.

BOB WAGNER, 209 E. 66 St., New York, N. Y., will buy rr. paperweights esp. NYC steamlined Hudson or UP Challenger.



Don Wood, 29 Mt. Haven Drive, Livingston, N. J.

Nickel Plate train doubleheaded by Berkshires 747 and 764 at Fostoria, Ohio. "Zebra" at the left is an NKP yard engine.

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TO prove to you the remarkable advantages of the Vitasafe Plan . . . we will send you, without charge, a 30-day *free* supply of high-potency VITASAFE C.F. CAPSULES so you can discover for yourself how much healthier, happier and peppier you may feel after a few days' trial! Just one of these capsules each day supplies your body with over *twice* the minimum adult daily requirements of Vitamins A, C and D . . . *five times* the minimum adult daily requirement of Vitamin B-1 and the *full concentration* recommended by the National Research Council for the other four important vitamins! Each capsule contains the amazing Vitamin B-12 – one of the most remarkably potent nutrients science has yet discovered–a vitamin that actually helps strengthen your blood and nourish your body organs.

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There is no mystery to vitamin potency. As you probably know, the U.S. Government strictly controls each vitamin manufacturer and requires the exact quantity of each vitamin and mineral to be clearly stated on the label. This means that the purity of each ingredient, and the sanitary conditions of manufacture are carefully controlled for your protection! And it means that when you use VITASAFE C.F. CAPSULES you can be *sure* you're getting exactly what the label states . . . and that you're getting *pure* ingredients whose beneficial effects have been proven time and time again!

WHY WE WANT YOU TO TRY A 30-DAY SUPPLY – FREE!

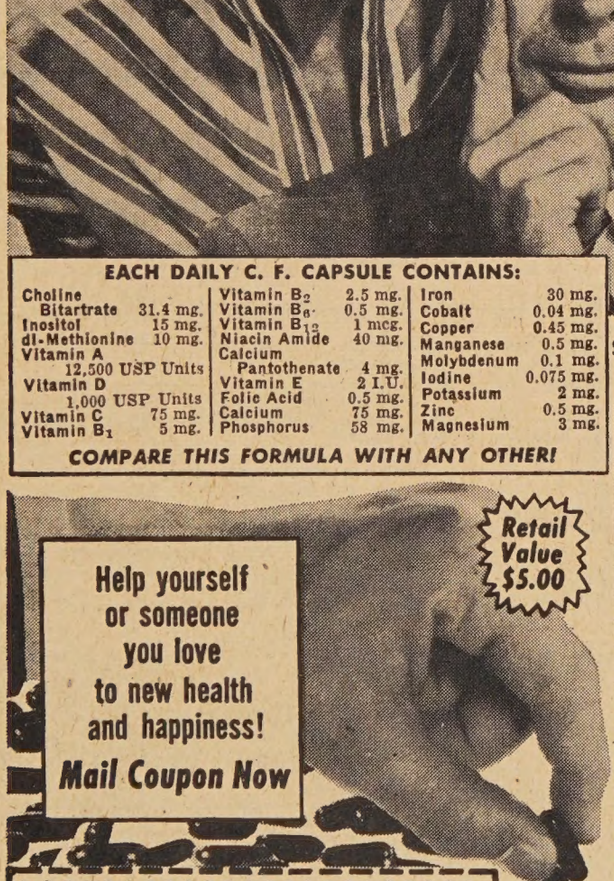
We offer you this 30-day free trial of valuable VITASAFE C.F. CAPSULES for just one reason. So many persons have already tried them with such astounding results . . . so many people have written in telling us how much better they felt after only a short trial . . . that we are absolutely convinced that you, too, may experience the same feeling of health and well-being after a similar trial. In fact, we're so convinced that we're willing to back up our convictions with our own money. *You* don't spend a penny for the vitamins! All the cost and all the risk are *ours.* A month's supply of similar vitamin capsules would ordinarily cost $5.00 retail.

AMAZING PLAN CUTS VITAMIN PRICES ALMOST IN HALF!

With your free vitamins you will also receive complete details regarding the benefits of an amazing new plan that provides you regularly with all the vitamins and minerals you will need. This Plan actually enables you to receive a 30-day supply of vitamins every month regularly, safely and factory fresh for exactly $2.78 – or 45% lower than the usual retail price. BUT YOU DO NOT HAVE TO DECIDE NOW–you are under no obligation to buy anything from us whatsoever. To get your free 30-day supply and learn all about the benefits of this amazing new Plan, be sure to send us the coupon today – the supply is limited.

HOW THE VITASAFE PLAN OPERATES TO SAVE YOU MONEY

When you receive your free 30-day supply of vitamins you are under no obligation to buy *anything.* With your vitamins you will also receive a handy postcard. If after taking your free Vitasafe capsules for three weeks you are not satisfied in every way, simply return the postcard and that will end the matter. Otherwise, it's up to us–you don't have to do a thing–and we will see that you get your monthly supplies of vitamins *on time* for as long as you wish, at the low, money-saving price of only $2.78 per month.



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Here's a business for you that will be as much fun as it is profitable... and you don't have to invest one cent...ever! We've helped thousands of men succeed in this unique business...and we'd like to do it for **you,** too. Just 2 orders a day from friends, neighbors, relatives, in "off hours" earns you $168 EXTRA a month! James Kelly of Ohio took so many orders for these Nationally-Advertised shoes that he made $93.55 in just ONE evening! Fred Mapes of California regularly makes $5 to $10 every hour he devotes to his Mason Shoe business! There is no limit on what you can earn!

It's **easy** with our way of selling shoes. We set you up in a complete "shoe store" business you can run from your home. **We** carry the stock and ship the shoes. All you do is show the styles to your family, friends, people where you work, etc....and take orders. You have a profitable business with no rent, light bill, clerk hire or other costs to worry you. **You keep 100% of your profit!**

Here's why you'll make money!

● You offer **170** comfortable fast-selling styles...far more than a store! ● You have an amazing range of **sizes (2½ to 14)** and **widths (AAAA to EEEE).** Even hard-to-fit people can buy from you! ● Because we carry over 200,000 pairs in stock, your customers get **exactly** what they want ...no misfits or substitutions! ● You feature exclusive Velvet-eez shoes with foamy-soft **air-cushion innersoles** that let you "walk on air." Built for supreme comfort, Mason shoes also feature built-in strong steel shanks, Air-Cushion longitudinal support, Nylon stitching. Advertised in Esquire, Good Housekeeping and on TV, they'll be available **only** from **you**—not sold in stores! ● You save your customers money, and the time they would waste "shopping around" shoe stores.

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